

Cycling

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WEEKLY

Thursday March 12, 2015

Wiggo rides Paris- Nice



Strade Bianche



Lizzie
Armitstead
second in
women's
race

Stybar too strong
for Sagan & Cancellara

Making sense of *that* CIRC report

PLUS: Brian Cookson
exclusive column inside

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wish they'd known
when they started

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THIS ISSUE 12/03

Support Cookson

Don't criticise Brian Cookson for the CIRC report. The UCI president has done more in the past 18 months than his two predecessors managed in 23 years. We all wanted the world governing body to clean up its act and to take a tougher stance on drugs cheats, so it's hypocritical to bemoan the efforts of Cookson's new regime when the first steps are taken to rectify a huge, age-old problem.

The 227-page report by the Cycling Independent Reform Commission, commissioned by Cookson, took 13 months to complete at a cost of £2.3 million. A total of 174 interviews were conducted but Chris Froome was the only current rider prepared to be named in the report.

Without jurisdiction the CIRC were always going to struggle. Despite it all I still think the commission made a pretty good first stab at the problem.

There are no revelations regarding Cookson's predecessors and their all too close links to Lance Armstrong but what has shocked many is the report's claim that doping in amateur cycling is "endemic".

In this issue's exclusive Cookson column, he describes doping in amateur events as "pathetic" but says that he doesn't believe doping is rife in British sportives. But he does warn: "There are parts of the world, and there are cultural groups in society, that have sought to use any advantage."

This process was never going to be easy... but it's begun.

Robert Garbutt
Editor



Photos: Chris Lanaway, Yuzuru Sunada



Wisdom from
within the peloton

Tested and
reviewed



On the trail of
Madison-Genesis

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Armitstead on fine form

Brit star takes second at women's Strade Bianche

Owen Rogers in Siena

Britain's Lizzie Armitstead continued her excellent string of results when she finished second in the inaugural edition of the women's Strade Bianche, over the white gravel roads of Tuscany on Saturday.

The Commonwealth Games road race champion, who started her season with two stage wins and the overall victory in the Tour of Qatar, led home

the chase group some 37 seconds behind her Boels-Dolmans team-mate Megan Guarnier. This followed on from the 26-year-old's podium place at last month's Het Nieuwsblad.

Armitstead's American team-mate Guarnier made her winning move when she escaped a group of 10 riders with just over 17km to race. Policed by Armitstead, the group was unable to organise a cohesive chase, allowing 29-year-old Guarnier to begin the final climb into the historic

centre of Siena with the best part of a minute's lead.

"I was surprised there was a lack of cooperation. They were focusing on me rather than Megan," in-form Armitstead told *Cycling Weekly*. "You shouldn't underestimate Megan. Towards the end, you're pretty legless, it's cold and the girls kept hitting me coming into the final. Obviously I had to go with everything to cover Megan."

Guarnier, for her part, was ecstatic with her win, her first since 2012. "I'm



Armitstead (third wheel)
on her way to second in Siena

so happy, this is a dream come true," she told *CW*.

"I saw this race last year for the men and I thought, I want to win that race."

Armitstead, who beat Italian Elisa Longo Borghini (Wiggle-Honda) to the line for second, was also impressed with the new addition to the women's calendar.

"What a fantastic race," she said. "It was blooming hard. I found the climbs surprisingly tough."

Armitstead and her Dutch team this

week head to the Ronde van Drenthe, a race she won in 2014 to set up her World Cup triumph.

■ See page 64-65 for full coverage of men's and women's Strade Bianche.

MY VIEW...

Owen Rogers

CW contributor

Once again Strade Bianche proved a stunning race. Both men's and women's events were spectacular and hard-fought.



The women's race is sure to become a permanent fixture and the men's must soon be promoted to WorldTour status.



Etixx back on form at Strade Bianche

Stybar wins iconic Tuscan classic

Czech road race champion Zdenek Stybar led a change of fortunes for his Etixx-Quick Step team when he stormed to his first win of the season at Saturday's Strade Bianche. The former cyclo-cross world champion's victory over

the rough roads of Tuscany was compounded further north when team-mates Michal Kwiatkowski won the prologue time trial at Paris-Nice (see page 16), and Yves Lampaert won a stage and the overall in the Three Days of West Flanders stage race.

With Mark Cavendish's win in Kuurne-Brussels-Kuurne, the previous week hadn't been all bad for the Belgian team. But after the embarrassment of being beaten at Het Nieuwsblad despite having three riders in the decisive four-man break, their numerical superiority was again outwitted at Le Samyn,

won by Lotto-Soudal's Kris Boeckmans, last Wednesday.

"We can't speak about revenge, it's just nice to take this win," said Stybar. "What happened last week is just cycling; it can happen."

Stybar (pictured second right) took his victory two seconds clear of Greg Van Avermaet (BMC) after the



Cavendish hampered by illness

Mark Cavendish's preparations for Milan-San Remo may have suffered a setback, after he returned from a trip to South Africa with a stomach virus. The Manxman and his lead-out man Mark Renshaw were both reported to have picked up the bug before participating in the Cape Town Cycle Tour on Sunday.

Both riders were well enough to face the starter of the Gran Fondo-style event, shortened to just 47km due to bush fires raging in Cape Town's surrounding countryside, but had to concede victory to defending champion Nolan Hoffman (Team Abantu).

Tirreno-Adriatico missing stars

This year's Tirreno-Adriatico was due to start yesterday (Wednesday) without two star names. Team Sky's Chris Froome pulled out, citing a chest infection, while Marcel Kittel (Giant-Alpecin) did not start, as he is still suffering from a virus picked up in January.

Women to race in York

York will host a one-day women's race as part of this year's inaugural Tour de Yorkshire. Taking place before the second stage of the men's race that finishes in the historic city on May 2, the 80km event will comprise four laps of a 20km circuit. British Cycling-ranked riders between elite and third-category level are able to enter.

www.letour.yorkshire.com

Ron Jowers — 1931-2015

Ron Jowers, a stage winner in the 1953 Brighton to Newcastle race, died last month aged 83. Also known as Jock, London-born Jowers also placed third in the 160-mile Tour of the Chilterns in 1953 as well as in the 1961 British Road Race Championships. His funeral took place on Monday in Bristol.

Premier prizes for major Brit races

Budget hotel chain Premier Inn will back a Best British Rider Classification in this year's Friends Life Women's Tour and men's Tour of Britain. The daily leader in the women's ranking will be awarded a jersey, while UCI rules only permit the men's prize to come in trophy form.

Brighton to host film festival

Brighton will for the first time host the Bicycle Film Festival next week (March 19-21). Opening night features films from the Czech Republic, USA, UK and Germany. Highly anticipated *The Coldest March* details the adventures of two friends who fought the weather to cycle the length of Great Britain in just three days. For event and ticket info, visit: www.bicyclefilmfestival.com/city/brighton.

Cyclist stopped on the M1 motorway

Police escorted a man, who was attempting to ride from Luton Airport to London, off the M1 motorway last week. The Eastern European man, who is believed to have landed in the UK on Tuesday morning, was stopped by the Bedfordshire, Cambridgeshire and Hertfordshire Road Policing Unit between junctions nine and 10 and told to "find an alternative route" for the 35-mile ride into the capital.

pair left behind Alejandro Valverde (Movistar) at the foot of the steep finishing climb in Siena.

All three had been members of a nine-man group that forced its way clear on the Monte Sante Marie stretch of *strade bianche*. Whittled down to just three on the run in to the finishing city, it was

Belgian van Avermaet who opened up the final skirmish.

"Greg surprised me going from the bottom," said Stybar, who quickly responded then countered Van Avermaet as the hill levelled out. "I knew who came into the last 200 metres in first place would win. To win alone in Siena is something I will never forget."

LAST WEEK

Monday Mar 2

Dani King told *BBC Breakfast* that she is trying to get her confidence back after recovering from a training crash which left her with broken ribs and a collapsed lung. "It is scary but I am getting there," she said.

Tuesday Mar 3

Mayor of London Boris Johnson said cyclists should wave at lorry drivers to indicate their presence. "Get in front of the vehicle... make sure the truck driver knows you are there, indicate, wave," he said on a radio phone-in.

Wednesday Mar 4

Johan Vansummeren said the UCI needs to improve spectator safety after a 54-year-old woman was killed at a race in Belgium. The former Paris-Roubaix winner was involved in a collision with a spectator at the 2014 Tour of Flanders, which left her paralysed.

Thursday Mar 5

A Dundee man was jailed for two-and-a-half years after being found guilty of assaulting a cyclist. Graeme Brankin chased 72-year-old Keith Walker down following an argument over right of way, before punching him.

Friday Mar 6

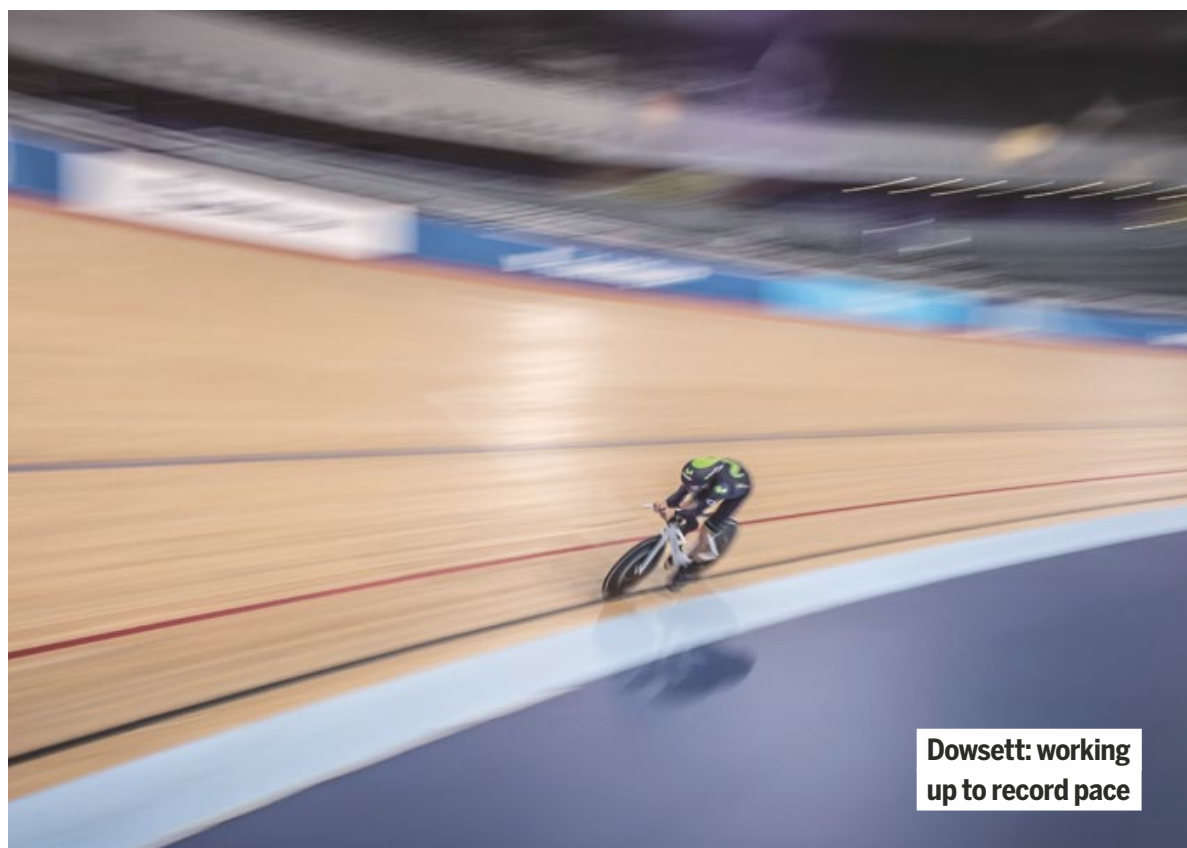
Victoria Pendleton announced her plan to move into horse racing, with the aim of riding at the Cheltenham Festival in 2016. The Olympic champion is being funded by online bookmaker Betfair.

Saturday Mar 7

The Tour de Langkawi's iconic climb of Genting Highlands was dropped from this year's route one day before the race start. Organisers said the mountain was not fit for use owing to ongoing construction work.

Sunday Mar 8

Team Sky defended directeur sportif Servais Knaven after the *Mail on Sunday* printed claims that the Dutchman doped during his career. A Sky statement said: "No charges were ever brought against Servais. He remains a valued member of the team."



Dowsett: working up to record pace

Dowsett back on track for Hour attempt

Record bid pencilled in for late April

Richard Abraham

Alex Dowsett is eyeing up a slot in late April to tackle the Hour record after returning to the boards for the first time following the collarbone break that postponed his initial attempt on February 28.

Dowsett told *Cycling Weekly* he'd managed to keep his form during his enforced break from the track and took part in the track league in the London velodrome last week. He explained that the main remaining obstacle to his attempt is scheduling the necessary track time.

"Everyone is trying their hardest and we're confident we can pull it together," he said. "You don't really want to be running the Hour record on the same day as a big road race, so finding a slot for it isn't the easiest thing in the world."

The 26-year-old Movistar rider added that his injury layoff has given him time to tweak his pacing schedule to beat the current mark, set by Rohan Dennis on February 8, of 52.491km. The Essex

man estimates a lap time of 17.1 seconds should be enough to give him a distance totalling 52.632km and his place in the record books.

However Swedish rider Gustav Larsson could throw a spanner in the works with his recently announced Hour attempt, set to take place on March 14 at the Revolution round at Manchester velodrome.

Meanwhile Dowsett, who hopes to return to road racing before making his Hour bid, is happy to reap the rewards of the extra time spent on the track.

"The track league is good fun, and you get the leg speed. The first few races I'd get slaughtered in the sprint by some of the youngsters.

"I put on a really small gear, 87 inches, so it means I'm revving noticeably higher than anyone else, but I'm the only full time bike rider there and if I were to rock up with a 96-inch gear and a skinsuit and win every race, it sort of defeats the object of me being there to begin with. It's not really fair on the guys who have come from work. I play fair."



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Doping: the malady lingers

CIRC reports alarming findings

Richard Abraham

An underground culture of doping still exists in cycling, according to the report from the Cycling Independent Reform Commission which was released on Monday.

From micro-dosing EPO, abusing prescription medication and therapeutic use exemptions (TUEs), and doping with experimental banned substances, the 227-page report into past doping and corruption in the sport of cycling found that it “did not hear from anyone credible in the sport who would give cycling a clean bill of health in the context of doping today.”

The commission was set up by the UCI in January 2014 to investigate historical claims of doping and corruption in the UCI and received testimony from 174 individuals, of which 26 were riders or former riders, under condition of anonymity. Responding to the claims, UCI president Brian Cookson told *Cycling Weekly* that things had changed.

“We are not going to tolerate this any more; we are not going to cover up positive tests any more; we are not going to turn a blind eye any more,” he said. “We are determined to resolve this problem to protect those people in the sport who want to compete without damaging their health, without having to lie and cheat, and without having to look over their shoulder for the rest of their lives.”

While the report highlighted the success of the biological passport, doping remains highly sophisticated. Riders can avoid detection by micro-dosing EPO and steroids. Well known ‘doping doctors’ were reported to still be involved in the sport while experimental drugs are also in use. GW1516 — official production of which was halted over fears it caused cancer — is reportedly being used in the peloton alongside AICAR, ozone therapy and concoctions of tranquilisers, painkillers, anti-depressants and stimulants. The commission was told of a ‘pills system’ where up to 30 pills would be taken a day during a stage race.

Some doctors claimed that weight loss was achieved by some riders through the abuse of corticosteroids obtained by TUEs, with one commenting that some “quite big recent wins on the WorldTour” were achieved after a whole team had used corticosteroids.

One ‘respected cycling professional’ felt that 90 per cent of today’s peloton was doping. A common testimony to the report was that “three or four teams were clean, three or four were doping, and the rest were a ‘don’t know.’”

Meanwhile the report described doping in amateur cycling as ‘endemic,’ referring to reports of masters races being won by “middle-aged businessmen on EPO”. There was, it said, a “relentless flow of substances” coming into the sport.



Report revelations

Haven't we heard most of this stuff before?

Yes, we knew there was a doping problem in cycling. Yes, we knew the UCI wasn't very good at dealing with it. While the report might disappoint with its lack of juicy stories or names, its sheer scale still gave it a certain shock value.

What else did the report say?

Besides the ongoing doping problem, the commission reported that the UCI had undermined past anti-doping efforts, given preferential treatment to riders and suffered from an overwhelming lack of good governance.

That'll be Hein Verbruggen and Pat McQuaid, then?

It's true that the two presidents of the UCI during the worst period of doping that the sport has seen failed to deal with the problem, prioritising the image of the sport rather than its integrity. A statement purporting to be from Verbruggen was released on Monday saying that “we couldn't have done anything much differently”.

Weren't they supposed to have covered up Lance Armstrong's doping?

The report found no evidence of corruption relating to Armstrong, confirming that he did not test positive during the 2001 Tour de Suisse and that the payments Armstrong made to the UCI (in 2001 and 2005) did not lead to a covered up test or a favourable outcome of the 2006 Vrijman Report into allegations he'd doped.



Johan Bruyneel,
Lance Armstrong,
Hein Verbruggen (l-r)

So they got off OK then?

Verbruggen and McQuaid still allowed backdated TUE prescriptions for Laurent Brochard (1997) and Armstrong (1999) to effectively legalise incidents of doping. They also should not have allowed Armstrong to ride the 2009 Tour Down Under since he had not been available for testing for the required six months. The report pointed to Armstrong agreeing to ride the 2009 Tour of Ireland (an event with links to McQuaid) but found no direct evidence that the two were linked.

Anything else worth knowing?

The report pointed to technical cheating in cycling — using modified or illegal equipment like motors in bikes — and listed a whole host of recommendations to do with UCI governance and anti-doping procedures. It recommends looking at night-time testing and even suggested a UCI pharmacy to control the flow of substances into the peloton.

MY VIEW...

Richard Abraham

Cycling Weekly news writer

The CIRC report was never going to be a line in the sand. After publication at midnight on Monday morning, cycling wasn't just going to stroll into its rosy, dope-free future. Yes this report is important, but it's what the sport does now that will really count.



Guest column Brian Cookson



“It’s easy for people outside our sport to emphasise the negatives, but I’m proud that we’ve commissioned this report”

When I first read the CIRC report I went through a whole range of emotions and reponses. In 230 pages there are some things that are encouraging and some things that are dispiriting.

If I pick out a key moment from that past era, look at the 1999 Lance Armstrong positive test for corticoids that was covered by a retrospective therapeutic use exemption (TUE). Just think how different the cycling world would have been if a different decision had been taken at that time.

With the processes that we now have in place, that would not have happened. Lance Armstrong would never have won seven Tours de France because he would have been sanctioned at that moment. Yes, hindsight is a wonderful thing, but we don't do things that way any more.

I am a little bit surprised by the report's comments about the extent of cycling's current doping problem. Clearly they are right in that doping has not disappeared, it has been pushed underground, and it is very troubling to me that there are banned doctors still working in sport.

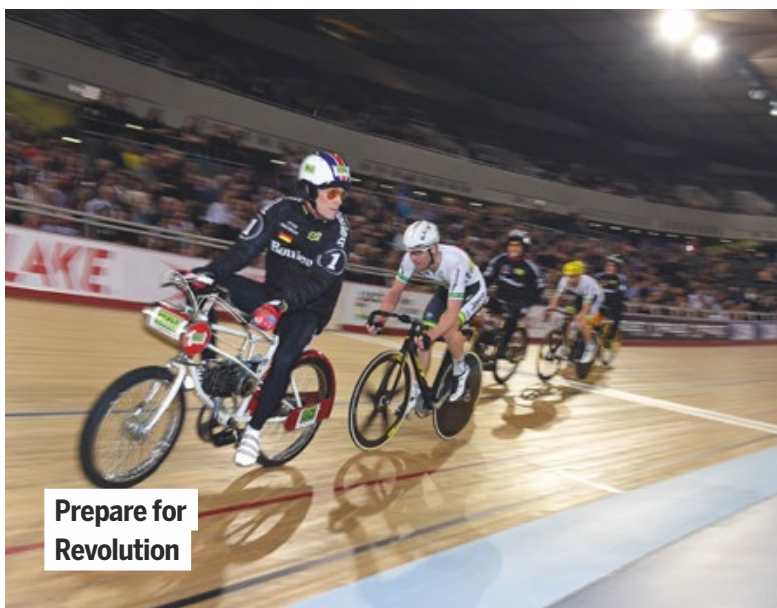
Equally I am surprised by the sweeping nature of those

statements about 'endemic' doping in amateur cycling. I think anybody who has ever ridden in the big mass-participation events will have heard stories of rather remarkable performances. That doesn't necessarily mean there's a proven culture that is absolutely endemic. I'm sure for instance that there isn't a high proportion of participants doping in your average *Cycling Weekly* sportive. Doping in amateur events is pathetic, frankly. And if people are supplying and assisting youth riders with doping, well then frankly that's child abuse and that's absolutely disgraceful. Whether it's coaches or friends, in my view those people should be subjected to criminal processes.

I've had a lot of interviews with media lined up this week: some roundtables, one on ones, television and radio and so on. It's easy for people outside our sport to emphasise the negatives, but I'm proud that we commissioned this report. I'm proud that we're leading among all sports in doing this sort of thing in a way that is giving our sport a new level of integrity, and that the fans of our sport can continue to have their confidence restored.

Rider, commissaire and former *Cycling Weekly* correspondent, Brian Cookson OBE took over as president of the UCI in 2013.

To do this week...



Watch Revolution Series Round 6, Manchester, Saturday March 14

The Revolution Series comes to a conclusion at the National Cycling Centre, Manchester, with double Olympic champion Jason Kenny on the start list. The sixth and final round will see the winners of the Elite Championship and Hoy Future Stars competitions decided, alongside an Hour record attempt by Swedish rider Gustav Erik Larsson.

Tickets available at: www.cyclingrevolution.com

Read *Faster*, Michael Hutchinson, now available in paperback

As well as writing his weekly column, *CW*'s Dr Hutch last year wrote *Faster*, a book about the lengths to which cyclists will go to increase their speed, with advice and anecdotes from the Doc and other elite racers. Priced £8.99.

Enter Friends Life Tour Ride, Worcester, Sunday October 4

Get a taste of what life's like as a Tour of Britain rider by finishing this ride on the straight where the ToB has concluded three times. With a choice of 100, 75 and 35-mile routes, this sportive starts at the University of Worcester Arena and finishes at the city's racecourse. Entry is £26. www.tourride.co.uk

Ride Wiltshire Wildcat, Saturday March 14

The first event in the *Cycling Weekly* Sportive Series, and depending on which of the three route options you pick, you can either ease yourself gently into the season or give yourself a big spring challenge. All start and finish at Salisbury Racecourse, which means a climb to end the ride. Choose between 85, 68 or 41 miles. £25 or £35. www.bookmyride.com

Weekly column **Rob Hayles**



“I had to admit to the sports science students that I never bothered with flexibility and stability. And that wasn't all”

Well, I'm feeling especially sorry for myself right now. I've been struggling with a chest infection since the Paris track did its best to suck the life out of me during the World Championships a couple of weeks ago. And like every other man on planet Earth, when I'm ill, everyone around me knows about it. We just cannot suffer in silence.

Since retiring from professional cycling and becoming a member of the general public, this sort of thing is normally just a bit of an inconvenience — more so for those around me. But this week of all weeks was not ideal. I was back at the University of Liverpool for a day of fitness testing for the Arion1's Human Powered Vehicle speed attempt in September.

This testing involved a morning gym session to measure flexibility and stability, then we were straight into a squat session to measure maximum strength. Flexibility and stability have never been a significant part of my vocabulary, I had to admit. As if this wasn't enough of an eye-opener to the sport science students, I then told them the story of a world and Olympic champion* who couldn't even balance seated on a gym ball. That cracked them up!

So with my legs well and truly battered, a crackly chest and a cough from hell, it was on to the test rig for a couple on Wingate sprints followed by a max ramp test. I don't think I broke any lab records.

Back on the road, the season is now well under way, meaning the warm weather camps and training races in the desert are done. It is therefore time for the cold, icy wet races to do their worst to the peloton. These next few weeks will be a huge test of the riders' constitutions and health, as well as their fitness and form. If a rider is under the weather, his rivals will be the last to hear about it — but the same cannot be said of their loved ones. As I said before, man flu is a terrible thing. Worse than childbirth.

Just don't tell Mrs Hayles I told you that.

* *Paul Manning*

Former double world track champion Rob Hayles is a pundit for TV and radio. He's also a coffee connoisseur and garden-shed inventor

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Brits Abroad

Scott Auld, 18

Zappi's Racing Team, Faro, Portugal and Chievo, Italy

Where are you? We're in the Algarve which is a super place. I was a bit surprised to hear we were coming here to train but I can see why now because there's a good mix of hilly and flat terrain and lots of U23s out here too.

What's the racing like? As a first year I will be riding for the more senior lads who get to target which races they want to do well in. But if I or any of the other lads have got good form then the management have told us that they will allow us to lead certain races.

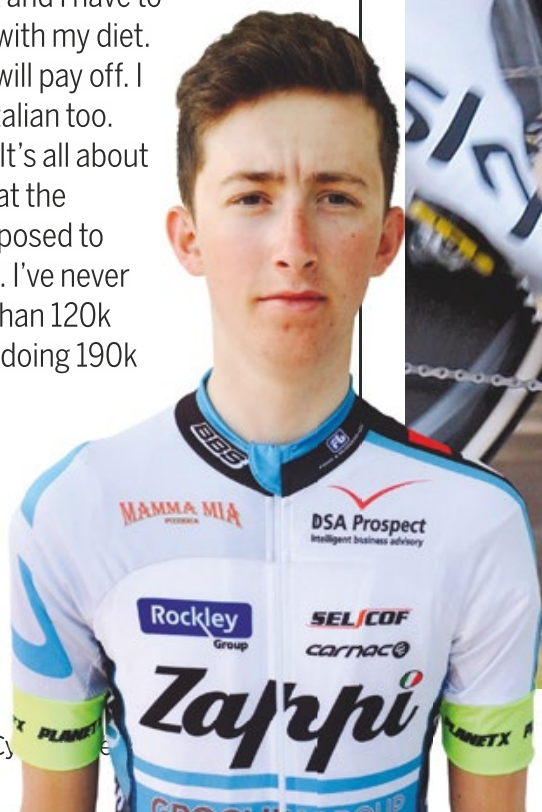
How's the form? I'm feeling good going into the season. It's all a new experience for me and I've been told to expect tougher races and better standards of riding.

How's life? It's very different to the UK, a bit weird at the moment. It's all about rest, recovery and relaxation. I'm spending a lot of time on Netflix, that's for sure.

Anything you miss? I'm a sociable person and I have to have company: I can't keep myself entertained. I miss my friends and not being able to just go out when they message me, but all the lads here get on very well so I'm not alone often.

What have you learnt? That I can't snack! At home I can snack on food when I want but here there's no snacking. It's a bit of a shock and I have to be disciplined with my diet. But sacrifices will pay off. I want to learn Italian too.

What's next? It's all about building miles at the moment as opposed to intense efforts. I've never raced further than 120k before and I'm doing 190k rides this year.



Wiggins lacks sparkle

World champ 12th on custom bike in France

Despite racing on his custom time trial frame for the first time in 2015, and having a bespoke Jaguar F-Type Coupé in rainbow colours following him, Sir Bradley Wiggins could only place 12th in Sunday's Paris-Nice prologue.

Sky and their sponsors went to town to celebrate Wiggins's first ride as world time trial champion on European soil. He rode a white and gold Pinarello Bolide frame — not dissimilar to the road bike equivalent he used in the Tour of Qatar's time trial last month — adorned with decals of his face and most notable achievements along the top tube.

Jaguar's rainbow-stripe-liveried support car was also remarkably striking. However, the 34-year-old finished 15 seconds behind Etixx-Quick Step's winner Michal Kwiatkowski in the 6.7km test around the Parisian suburb of Maurepas.

Wiggins has not devoted much attention to time trialling this winter, having opted to target next month's Paris-Roubaix. Geraint Thomas was Sky's highest-placed rider in the prologue, finishing 10th.

Kwiatkowski maintained his lead after Monday's stage, which was won by Katusha's Alexander Kristoff in a sprint finish.

Paris-Nice ends on Sunday with its traditional 9.6km time trial ascent of Col d'Eze on Sunday.



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give with confidence

Hammond plays a waiting game

Nick Bull in Alcudia

While many British teams have already started their 2015 campaigns, Madison-Genesis's season is still two weeks away from beginning.

The team, now in its third year, will begin competing in earnest at the Tour of Normandy (March 23-29) having opted for a similarly late start in 2014.

Madison's debut 2013 season began at the start of February, something that team manager Roger Hammond now believes does not favour a leading domestic squad.

"Starting late worked well for us in 2014 — I think we held our momentum throughout the whole season," he told *CW* at the team's 10-day training camp in northern Majorca, which ended on Sunday.

"In 2013, we started in February, had a big dip, went back up and down again, and weren't really on form at the Tour of Britain.

"Last year, the guys were getting quite nervous about not racing early on while other teams were, and I had no historical evidence that our plan was right.

"But I think it's a bit easier this year because, if anybody questions it, I can tell them to look at our results from 2014. Last year could be a fluke, but it's still evidence, and it would be foolish not to replicate it."

■ Madison-Genesis feature on p26.



Williams adds Soens to tally

Back after a year fighting his way back to form, Pete Williams has hit the ground running

Nick Bull

Pete Williams's storming start to 2015 continued as he took back-to-back wins in the Eddie Soens Memorial and the National B-ranked St Helens CRC Pimbo last weekend.

The One Pro Cycling rider (pictured above left) soloed to win both races, a week after he did the same at the Clayton Velo handicap in Lancashire. His trio of victories thus far this season have coincided with a change in fortunes for the Southport-born

rider: last year was the first since 2007 in which he didn't compete for a UCI-ranked squad, and then suffered a fractured cheekbone in April's Tour of the Reservoir after a high-speed crash in Haribo-Beacon colours.

"After last year, it feels like a fresh start," he told *CW*. "It's good to have something to get stuck into.

"I've known Ashley Brown at Haribo for a long time, and he really looked after me in 2014, both before and after my crash.

"But having not ridden for a big team last year, it made me realise what you get riding



Photos: Andy Jones, Chris Lanaway



Etape heading for London

Tour de France organiser ASO has expanded its operations in the UK cycling market, with plans to bring a version of the Etape du Tour sportive to London on September 27.

Teaming up with event organiser Human Race, 'L'Etape London' will take over the existing London Legacy sportive with a route starting and finishing in the Olympic Park, and following some of the route used on stage three of last year's Tour de France in Essex and Cambridgeshire.

Pre-registration opens on Monday March 16 and routes of 42, 92 and 117 miles — all on open roads — will be available. Entry opens on March 30.

"In the last year ASO felt there was a lot more that they could and should be doing in the UK," explained Human Race CEO Nick Rusling. "A large percentage of their Etape du Tour riders come from the UK, so it's a market they're very interested in."

"The Tour de France will be bringing Bernard Hinault and we'll have a Tour de France museum with memorabilia and photo galleries in the Olympic Park."

With annual profits of €30 million, ASO organises races such as Paris-Nice and Paris-Roubaix and owns a number of mass participation events. The annual Etape du Tour takes riders over the route of a mountain stage of that year's Tour, while this year will see the first Tour de Yorkshire sportive, run by Human Race, which will take place alongside the inaugural professional race.

Rusling believes that ASO's move to the UK market was inevitable, and had been a long-term project for the French company.

"The market we're in, it's about value for money, the experience that people want to say they're part of," he added.

for them, and that whetted my appetite to get back in one for this season."

The 28-year-old added that the Soens — in which team-mate Sam Williams took second for One — was his favourite of his three wins in 2015 to date.

"Having grown up in the North-West, I know how big all three races are on the local scene," he said.

"But the Soens has the history: like many guys, I rode it as a junior, so it's good that I could go back as an elite rider and add my name to the list of winners."

MY VIEW...

Nick Bull

Cycling Weekly news writer

If winning truly is the biggest confidence boost available, One's successful start to its debut season could well pay off come the higher-profile events later in the year. That the wins are being provided by a handful of different riders, should serve One well, too.



NFTO's Von Hoff denies One in Essex

Solid team tactics sees Steele win Jock Wadley

Nick Bull

NFTO's Steele von Hoff inflicted the first defeat upon One Pro Cycling when he won Sunday's Jock Wadley Memorial in Colchester, Essex on Sunday.

Making his British debut for the UCI-ranked squad, the former Garmin-Sharp rider outsprinted One's Yanto Barker and Marcin Bialoblocki — as well as Rory Townsend (Pedal Heaven) — from a four-man group at the end of the 136-kilometre race.

"There are a lot of good teams in the UK, and some — most notably Madison-Genesis — have not started racing yet," said NFTO directeur sportif Dave Povall.

"One is on our radar, but no more than any other squad. It has targeted early-season victories, I suspect as part of its riders' training, while our priorities at the moment are different and we're looking at events later on this season."

Von Hoff won the Australian Circuit Race Championships and a sprint stage of the Tour Down Under — albeit for a

composite national squad — in January, but NFTO are hoping their 2015 attack is not solely about the 27-year-old.

"We hatched a plan to have Steele in contention at the finish and that's what the riders achieved," added Povall.

"If all the team's 2015 wins come via Steele, we'll take it. But, even with the elephant in the room of how fast a finisher he is, it's important for us that we aren't a one-man team."

Speaking about his victory, von Hoff said: "I am delighted that the race went to plan. It was a great team effort."

Photo: Andy Jones

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THE BIG QUESTION

We asked you... Why did you start cycling?

I always loved cycling as a kid, but my recent cycling adventures started when I became fed up of being a cycling widow. I got myself a road bike, signed up for a ladies' course and never looked back. I have made loads of friends, lost weight, and my resting heart rate is 42bpm. The best bit is that my hubby is happy, as we now have a dedicated 'bike room' at home.

Lindsey Haveron Beveridge

The old tale — I didn't pay attention at school. Fell in with a bad crowd and next thing I know I'm getting hooked buying lighter and lighter bikes. Obsessing over matching tape to tyres and saddle. Then came Strava. It's all going uphill now. Striving for that KOM.

Chris Ash

I came back to cycling five years ago after a serious fall from my horse meant that I had to stop riding him. I tried the gym instead. Dull, very dull. I had been

a keen cyclist in my 20s and I have now returned to participate in an outdoor sport that I have always loved and which maintains my fitness. Cheaper than the horse too, but only just.

Abbie Howson

Quite simply cycling is your passport to freedom. Whether in a group or by yourself, there is no better way to stay fit and healthy and also explore this wonderful countryside of ours at any age.

Malcolm Trueman

My dad got cancer and I didn't know how to support him. He started riding with friends and he dragged me, aged 13, up Mont Ventoux. Six years on he is cancer-free and I'm now an avid road racer. Everything happens for a reason.

Will Newman

Restarted when my kids were five and got their first bikes, my wife surprised me with a £150 'mountain bike' and I've not been off my bike since. Mind you, my latest machine cost considerably more at £4,900. I ride almost every day whatever the weather, and love it.

Simon Walker

Because it was too far to walk to school. I can, however, recommend riding a Raleigh Chopper off-road for developing leg strength and bike-handling skills at an early age.

Greg Mitchell

I started cycling because of Victoria Pendleton: watching the 2012 Olympics made me want to actually do something. I got a bike and realised I wasn't bad at it, then my interest grew, watching people like Chris Froome and Laura Trott.

Billy Schofield



NEXT WEEK'S BIG QUESTION...

What piece of valuable advice would you give someone starting out in cycling?

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Photo: Andy Jones

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Letters

Letter of the week
wins a Lazer 02
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Matters of the heart

STAR
LETTER

Thank you for the informative and essential article on cycling and its effect on the heart (CW Feb 26). I'm not sure that full screening is necessary, but I would urge all cyclists to get a basic MOT from their GP every once in a while.

In my case, a routine test picked up a problem with high blood pressure, which would have made exercise potentially dangerous if it had not been spotted. Some simple medication with no side-effects has me leading a completely normal life and training well.

Banish the thought that getting checked out will stop you from cycling or any other sport, it almost certainly won't and your heart and your life should come first.

Simon Watts, email

A little respect

I think our biggest risk on the roads is ignorance, on behalf of both drivers and cyclists. This will only improve with proper education of both communities and the building of mutual respect.

Cyclists, if you want to be considered as an equal vehicle on the road, start behaving like one, for instance stop jumping red lights. And drivers, read the Highway Code and treat a bike like it's a vehicle, and not something that can be squeezed to the side of the road.

Jonathan Crone, email

Beware of dirt on bottles

In regards to your article in (CW Feb 26) 'How mudguards could save your life', I feel it's not only mudguards that can help reduce the spread of infection, but also not drinking out of bottles fixed to your bike.

I have never had water bottles on my bike and never would. The last place I would want to put my lips is on a water bottle that has been open to the elements, which cannot be hygienic.

Tim Eccles, email

The good shepherd

I was taking my current road bike out for what could possibly be its last ever long ride and decided to go over the Cat and Fiddle Road. Not too far from the top, I saw a woman stood at the side of the road and seven sheep in the middle of the road.

As I approached, she asked if I could give her a hand so, as any good person would, I did. I tried to herd the sheep towards the open gate but I soon realised I couldn't keep up on my cleats, so, to cut a long story short, I spent the next five minutes herding sheep on a road bike.

Steve Wilson, email

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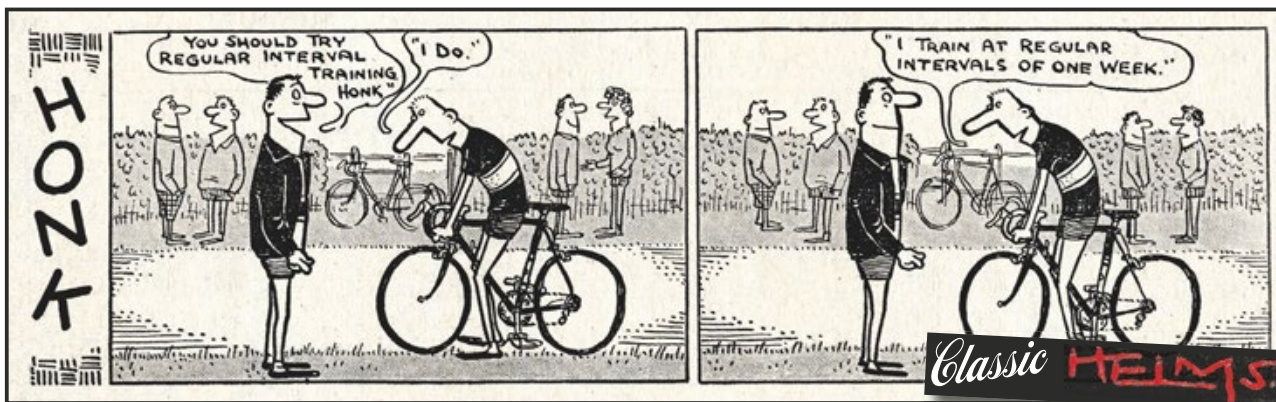
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Belgians know best

Safer roads? Simply go to Belgium and copy them. Every road there has a dedicated and separate cycle lane and riders get right of way on roundabouts. How about we leave the cobbles over there though!

Joseph Dumont, email



Johnny Helms was *Cycling Weekly's* resident cartoonist. His work served to document club life through some six decades. That's approaching 3,500 cartoons from February 1946

until November 2009, making Helms the longest continually published contributor not only of this magazine but any publication in the UK and probably the world.

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Madison in Majorca



How to make the grade at Madison-Genesis

Words: Nick Bull Photos: Chris Lanaway

If you've holidayed or trained in Majorca, you'll probably be aware of the Ma-10 road, which goes from Lluc to Pollença in the north of the island. After it winds its way down from the Coll de Femenia, it flattens out and becomes largely straight. Surrounded by fields, with just the occasional house, it offers a perfect spot for a team to practise its lead-out — or see who can last the longest when motor pacing behind a vehicle.

Madison-Genesis DS Roger Hammond was at the wheel of the team's Volvo CX70 car last Thursday afternoon. The modern-looking speedometer crept up: 40mph... 45mph... as only British riders Erick Rowsell and Mark McNally, and Kiwi Tom Scully, followed behind. They rode in triangular formation, Scully at the back and centre. His face combined a grimace with a laugh.

The speed increased: 50mph... 55mph. Scully lost contact, but Rowsell and

McNally were still on the car's bumper as a right-hander approached. Hammond sped ahead to ensure his two riders could navigate it safely. Nonetheless, McNally's left shoe rubbed against Rowsell's right as they exited the corner.

"It wasn't scary, as I knew we wouldn't fall off — but I wouldn't want to take that bend any faster, though," said Rowsell. The pair had reached 56mph (90kph) before the turn ended their fun.

Motor-pacing is a good metaphor for where Madison's riders are at present. Yet to race as a team in 2015, their first outing will be at the Tour of Normandy [March 23-29]. Madison's biggest race



Majorca's the perfect testing ground for the Tour of Normandy

"Six out of 12 will get selected. It's the hardest part of my job"

team will be six riders. The battle for selection could turn out to be as gruelling as an elimination battle between team-mates pacing behind a team car.

"We have 14 riders — one [Tom Stewart] is sick, one [Martyn Irvine] is coming out of the Track Worlds — so six out of 12 will get selected," explained Hammond. "It's the hardest part of my job, and the only bit I don't like."

Abra-Colobra

Based on his motor-pacing effort, as well as being the first to the top of the climb of Sa Calobra on the day *CW* visited the team, Rowsell seems likely to get the call. But having joined Madison for the 2015 season having been often sidelined at previous team NetApp-Endura, he knows what it's like not to be selected for targeted events.

He said: "With NetApp, there were a lot of races that I wanted to do but didn't get the opportunity, but that's part of being on a big team."

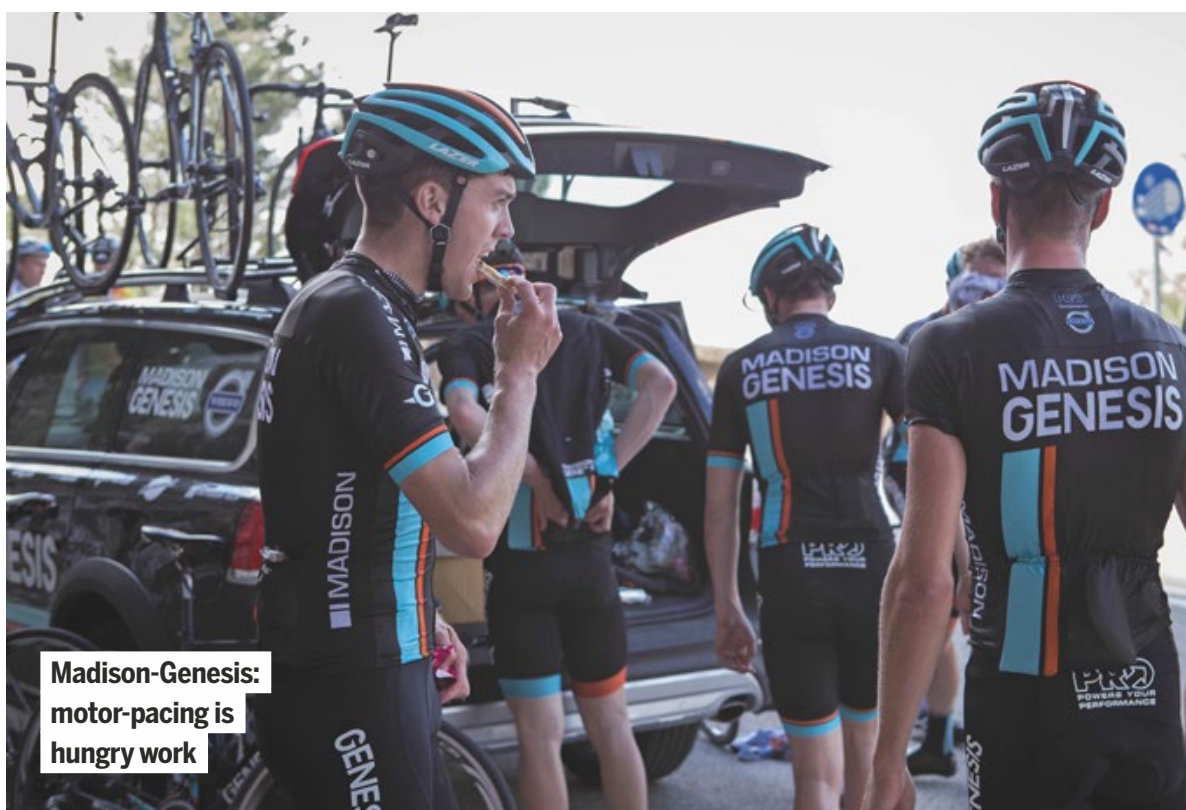
Rowsell is one of seven new recruits for this year, while only two riders — Liam Holohan and Dom Jelfs — remain from its debut 2013 season. With the team getting stronger each year, Holohan admitted he's aware of the effect that has on selection.

"The depth of the riders is something we maybe we didn't have in the first year," he said. "Then, I thought it was a foregone conclusion that I'd do all the best races. Now I know I really need to be on top of my game ahead of them."

However, riding in Normandy is not the preoccupation for all Madison's riders. Joe Evans, 18, is in his final months of school, and A-Level exams are looming large.

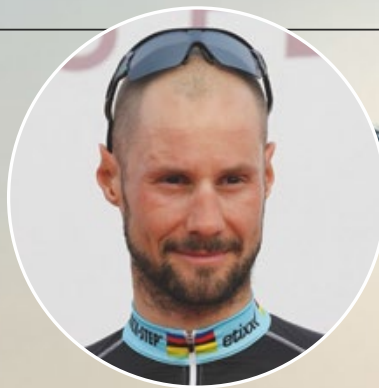
"Coming out here to the training camp knowing I'm not going to Normandy has helped greatly, as I've been more relaxed than I probably would have been."

"I haven't felt like I've had to prove anything, and I'm not trying to sit on a team-mate's wheel and then sprint to beat him at the top of the climbs in an attempt to get selected."



Madison-Genesis: motor-pacing is hungry work

Tom Boonen's Specialized S-Works Venge



Ettix-Quick Step's six-foot-four Classics man takes inspiration from his Tornado Tom nickname for his 2015 bike

Photos: Geoff Waugh

The S-Works Venge is the bike that Tom Boonen rides outside of the northern Classics. Specialized's aero road bike is the chosen bike for the smooth asphalt of Paris-Nice (which Boonen crashed out of this week), but when he does ride on cobbles he moves this set-up over to a Roubaix frame for a bit more comfort.

FRAME

The first thing to note about Boonen's Venge is the sheer size of it. Standing at 6ft 4in, the Ettix-Quick Step rider requires custom geometry — a 61cm top tube to fit his big frame, with the head tube of a 58cm equivalent, so he can get as low as possible on the front end.

PAINTJOB

The custom paintjob takes inspiration from Boonen's nickname 'Tornado Tom', with the shade of blue and purple changing depending on the angle from which it is viewed. The black stripes are Tornado inspired graphics.

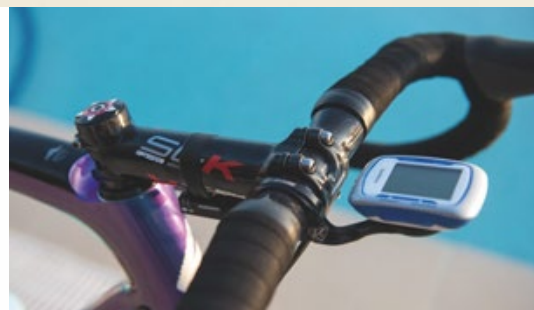


SADDLE

Topping the Venge's trademark aero seatpost is Boonen's saddle of choice, a carbon-railed version of the Specialized Romin.

COCKPIT

Boonen's cockpit features a long 140mm FSA SLK carbon stem and 42cm FSA handlebars. Relatively narrow, considering his large frame. There is also a K-Edge out front mount and Garmin 500 head unit.



GROUPSET

Etixx are expected to switch to a full FSA groupset as parts become available. They are currently running the 53/39t K-Force Light carbon chainset, with Dura-Ace Di2 components completing the groupset.



Hoban glory

Chris Sidwells tells the story of Barry Hoban's amazing homecoming at the 1979 London-Bradford

Words: Chris Sidwells Photos: Photosport-International, *Cycling Weekly* archive

It's May 20, 1979. The bleak Pennine moors are being lashed with rain. Dark clouds smother the tops, but a determined bike racer ploughs through it all, pounding up the long climb from Lancashire into Yorkshire. It's Barry Hoban, he's been in charge of this race all day, timed his attack to perfection, and now he's alone in the lead, distancing the rest with every powerful pedal turn.

Soon he'll reach the summit, then thunder down into his native Yorkshire to win London-Bradford, a battle-hardened

veteran taking the last big victory of a long and glittering career.

London-Bradford was a 260-mile single-day race. It replaced another epic, the 265-mile London-Holyhead, an important race for the band of pro riders who were based and raced in Britain at the time. Empire Stores sponsored the last two editions of London-Holyhead, but Empire Stores was based in Bradford, not Holyhead, so the organisers switched the finish in 1979. It just made sense to do it. The sponsor upped its money, and that's where Hoban came in.

Hoban wasn't based in the UK. He'd gone to France in 1962, turned professional there in 1964 and was still in a top French pro team 15 years later. Which is exactly why the London-Bradford organisers wanted him in their race.

"Whenever UK race organisers had good money they wanted some continental riders to add a bit of colour to their race, which was fine but it caused friction between me and the British-based pros," Hoban says.

"The continentals were better prepared because they had longer and harder races,



so more often than not the continentals won. British pros felt like every time they had a good pay-day, the continentals came over and took it off them.”

Invitation

That’s what happened with London-Bradford. “One of the organisers, Stan Kite, and I don’t know what would have happened to British pro racing back then if it hadn’t been for Stan, rang me up and asked me if I’d ride the race and bring some continental riders with me. An ex-rider, Julien Stevens lived near us in

Belgium and he ran a team called Boule d’Or, so I asked him if he wanted to bring some guys over, and I told him Stan would pay our expenses.

“It was a strange year for me, 1979, a winding down year really. I rode for the French Miko-Mercier team, but I was 39 and it was my last year. There’d been a coup and the directeur sportif I had my best years with, Louis Caput, had been thrown out and a recently retired rider, Jean-Pierre Danguillaume was the new director.

“I knew that with Danguillaume I

wasn’t going to get selected for the Tour de France, so I’d been riding on my own in Belgium, where Stevens looked after me in races, giving me a wheel if I punctured, and what support he could.

“The racing in Belgium was very good back then, so I’d got a lot of high quality races in my legs and I was going well. The prize list of London to Bradford was good; 10 primes of £150 each in some of the towns along the route, and £1,000 for the winner. That was good money in 1979, so I psyched myself up for it.

“This was going to be an objective, ▶

and I had the advantage over the British pros with the races I'd done. Riding without a team meant I could ride a 200-kilometre race on two bottles and what food I could carry in my pockets. I always told new pros that they had to ride a 200-kilometre race like they used to ride a 100 or 120-kilometre race. They had to be comfortable doing that day in day out. I didn't need extra feeds, I was conditioned.

"That's a big advantage in an extra-long race like London to Bradford. I was really up for it," Hoban says.

On the road

The race started at 5am outside the Post House Hotel in Hampstead, but it was neutralised as far as Elstree, then it headed up the A5, just like London-Holyhead had done. Not much happened at the front in the early stages, it was just a matter of getting the miles done. There was more action at the back of the bunch with punctures and riders removing arm and leg-warmers as the day warmed up.

Then the first prime came. It was 99 miles into the race, and in a statement of intent Hoban took it, outsprinting two British-based pros, Trevor Bull and Geoff Wiles.

Hoban took off in a short-lived

breakaway, which was jumped on by the Brits and brought back. He was beaten narrowly by Ian Banbury for the next prime, and it got a bit frisky with sporadic exchanges up to 150 miles. But then one of the Boule d'Or Belgians, Benny Van der Auwera, attacked and slipped away. That suited Hoban. Van der Auwera's team-mates sat back and handed the British pros a fait accompli: you chase while we sit in, or you lose.

The Brits managed to limit Van der Auwera's lead, but the young Belgian who had just turned pro was very strong, so it cost them energy and money. He mopped up four consecutive primes, netting £600 for the continental kitty, before the final showdown started and Van der Auwera was reeled in with 50 miles to go.

"Coming into Oldham I knew we were approaching the critical climb, the one that went from Lancashire into Yorkshire on the A62," Hoban explains.

"I'd ridden it before and I knew it was long, and I knew you could make a real difference on it, especially if you hit the descent hard as well. I also knew Ian Greenhalgh was local to Oldham, and when he attacked shortly before the town I waited for a couple of minutes then attacked and went after him."

He quickly caught Greenhalgh while the Belgians disappeared from the front of the peloton again. Then when Hoban pressed on the pedals at the start of the long climb of Standedge, he quickly went away on his own. He powered up the bleak moorland climb to the top, where a huge crowd of club riders were waiting. They gave Hoban a



hero's welcome as he crossed the border into Yorkshire.

Pressure

He kept the pressure on down the other side and by Marsden Hoban had four minutes over a disintegrating bunch, a margin he'd gained in the space of 12 miles. The rest hadn't given up either; some strong riders were chasing, the likes of Bill Nickson, Sid Barras, Paul Carbutt and Keith Lambert, but they made no impression. Hoban just kept pulling away. He took the prime in Huddersfield to thunderous applause, then headed for Leeds. There was 25 miles to go and Hoban had six minutes on his nearest rival.

"The last bit was lumpy, and I remember at the top of one drag Julien

Stevens, who was driving his team car behind me, came alongside and said, 'You are winning this in an armchair.' And it wasn't because they had given up, it was

"He was on home roads — roads he trained and raced on as an amateur"

Map illustration: Ian Moores



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splitting to smithereens behind me. They were riding.”

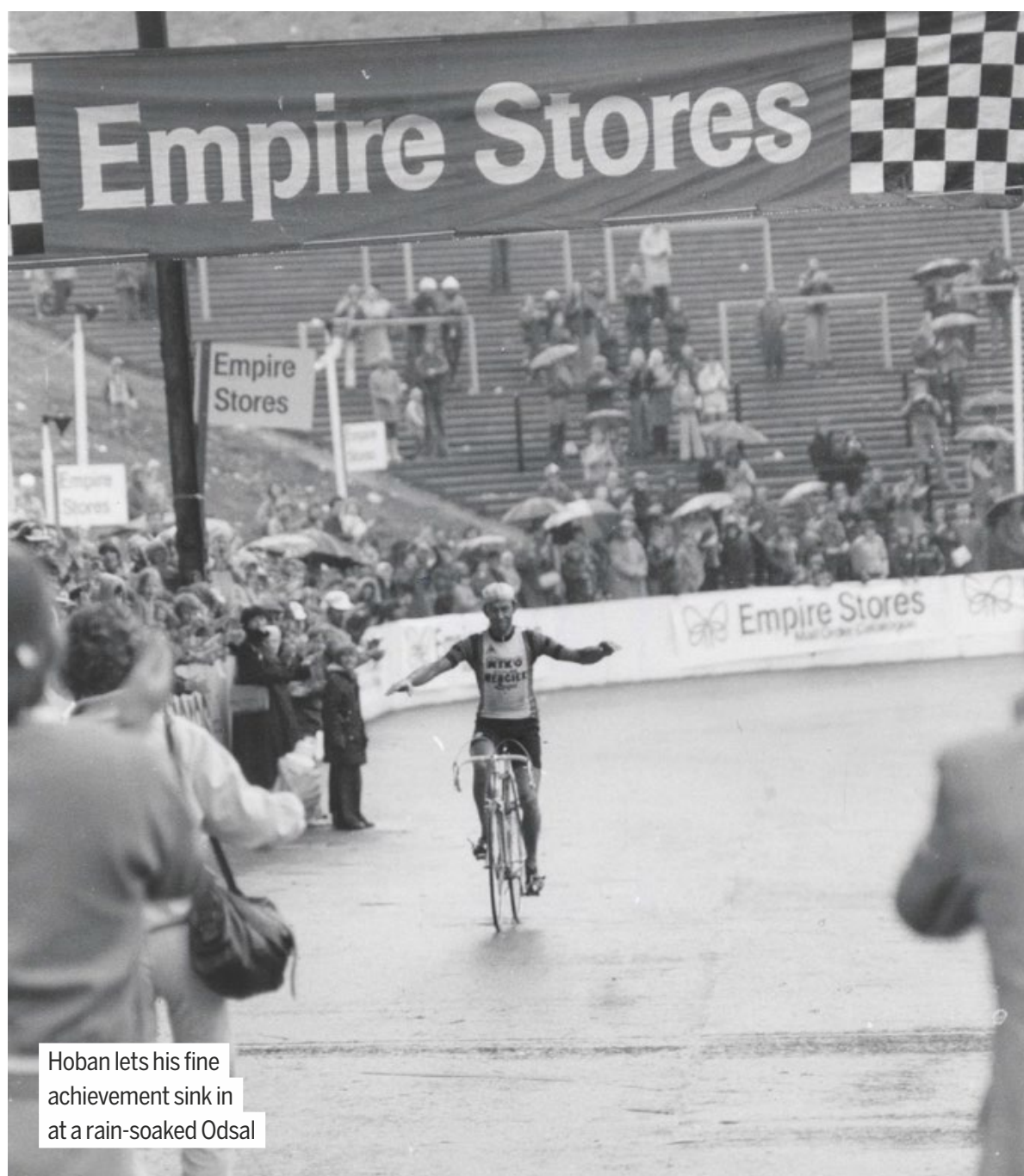
He was on home roads — roads he knew, roads he trained and raced on as a young amateur. At one point the race passed within five miles of where Hoban was born. He even knew the track finish at Odsal Stadium in Bradford, where 8,000 people were waiting to welcome him.

“That was an odd-shaped track, the bankings weren’t equal. It was pear-shaped if I remember,” Hoban says.

Was it emotional, coming to the end of his career and winning a big race in Yorkshire, the place he left 17 years before to live and race in France? “It never registered until I got near the finish. It was getting colder all the time with the rain, so I had plenty to think about,” he says.

Hoban won by six minutes and 53 seconds from Carbutt and Nickson. The indefatigable Van der Auwera was fourth a further minute behind. Bradford boy Dudley Hayton was fifth at eight minutes 28 seconds, and Barras was sixth, over nine minutes behind Hoban.

Of the 10 primes Van der Auwera won four, Hoban won three and Eddy Van Haerens won one. “It was a good pay-day,” Hoban confirms. It was total domination, too. Hoban was a class act, and if anybody had doubted it they couldn’t any more, not after that day in May in 1979. ■



Hoban lets his fine achievement sink in at a rain-soaked Odsal

The pro scene in 1979

This was an age of change. Barry Hoban was the last of a generation that included Tom Simpson and Brian Robinson. They were the pioneers of British cycling, the first men to make a place in a sport centred on and dominated by mainland Europe.

There were others, hopeful amateurs encouraged by Robinson, Simpson and Hoban’s success. And some, like Alan Ramsbottom and Vin Denson made it as pros for a while. But after Simpson’s death their numbers dwindled. There were years when Hoban was the only British rider in the big races on the continent.

But 1979 saw the green shoots of a British cycling revival in Europe. Hoban was bowing out, but Phil Edwards was Francesco Moser’s right-hand man in Italy. Paul Sherwen rode his first Tour de France in 1978, and Graham Jones was in his first year racing for Peugeot. Robert Millar was the best amateur in France and he would turn pro at the end of the year,

after a good fourth place in the amateur Worlds Championships in the Netherlands. It was the beginning of a long slow process that would lead to Bradley Wiggins winning the 2012 Tour de France.

Bernard Hinault won the 1979 Tour de France, the second of his eventual five victories. He also won Flèche Wallonne and the Tour of Lombardy. Hinault was firmly established as the new *patron* of cycling, but there was a lot of other talent around.

Francesco Moser and Jan Raas were the big names in the Classics. Moser took his second of three consecutive Paris-Roubaix victories in 1979, and Jan Raas won the Tour of Flanders, Amstel Gold Race, his third of five in that one, and the pro road race World Championships in Valkenburg.

Raas was part of the all-conquering TI-Raleigh team, which was at its peak in 1979. Their strength was their depth of talent and their commitment to the cause. The team

came first with Raleigh, a philosophy engendered by their manager, Peter Post. Post was a modern manager, tough like the old school, but he paid all his riders well, and he made sure they all had the best equipment, support and training. Old managers didn’t do that, they paid their best riders well and lavished the best kit on them, while the rest had to make do. Post’s way was so successful his team became a template for others, and cycling stepped up a level in professionalism because of it.

So 1979 was the beginning of period of change in professional cycling, both for the British and for the Europeans, and it would soon change a lot more. Over in Argentina Greg LeMond won gold, silver and a bronze medal at the junior World Championships. Another new-school pro team manager, Cyrille Guimard, signed him up as soon as he saw him in 1980, and LeMond started to bring cycling into the modern era.

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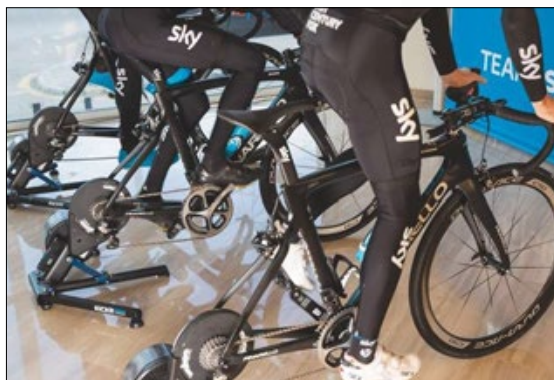
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Non-round chainrings: do they actually work?

Bradley Wiggins and Chris Froome both used non-round chainrings on their way to winning the Tour de France. But do they really help?

Three years after Bradley Wiggins became the first Briton to win the Tour de France, Chris Froome continues to use Osymetric chainrings. Wiggins has reverted to round rings and has continued to win at the highest level, including the World Championship time trial. In addition to Osymetric, Rotor's Q-rings continue to be used by a considerable number of professional riders, including the former world champion Rui Costa. But should you consider using a cam-shaped ring?

Jean-Louis Talo, a mechanical engineer from Menton, France, produced a prototype Osymetric ring and has spent 22 years trying to convince the cycling world that it works.

"You can alter the design so that you give the leg muscles work to do where they are at their strongest and less work to do where they are weak. A round chainring gives you work to do where

you are weak and takes power away from you where your legs are strongest," says Talo. "A bicycle chainring is round because at one time that's all factories knew how to produce."

Great in theory, but does the non-round ring actually work?

Marginal gains

Tim Kerrison is the performance director at Team Sky, the sports science chief who oversees the training of the team, with particular attention paid to the 'GC group'. Kerrison has been instrumental in the successes of Wiggins and Froome, both of whom have used Osymetric rings on their time trial and road bikes. Kerrison isn't a mechanic — bike or bio — but he obviously pays close attention to his riders' power outputs and equipment. What is his opinion of the rings?

"I'd say that, performance-wise, there is very little in it either way," said



Kerrison. "A few riders have a preference for the Osymetric rings, but many of our riders have tried them. Only a few continue to use them.

"That said, both Wiggins and Froome used them in the 2012 Tour, so they are unlikely to be significantly detrimental to performance."

The credible tests and research that

Yes



Dr Mark Pharaoh

Founder of Peekrings, supplier of chainrings for Sarah Storey's Hour record attempt bike

Oval chainrings can improve the feel and smoothness of your pedalling action, reduce dead-spots and improve the activation of your glutes and hamstrings. Set up correctly, you shouldn't be able to feel the oval. At Peekrings, we use the force curve from a Wattbike test (or some power cranks) to tailor the position of the oval relative to the cranks, so that every oval ring we make is specific to the rider.

No



Paul Barratt

English Institute of Sport on the biomechanical elements for BC

The studies looking into tangible measures of performance are mixed, to say the best. The claims made for non-round rings is that they delay the onset of muscle fatigue in the quadriceps. The evidence isn't there to say that it preferentially alters the loading on different muscle groups. It's not to say the notion of a non-circular chainring should be dismissed, it's just there isn't the evidence out there to support the claims made for them.



has been done is inconclusive, according to Kerrison: “Crank-based power measurement systems [e.g. SRM, Quarq] appear to over-report power when using Osymetric rings, which is probably due to the variable angular velocity of the crank throughout the pedal revolution. In other words, power reads higher, but this does not correspond with an increase in the power actually being generated by the rider.”

Professional cyclists tend to have very efficient pedal strokes, with minimal dead-spots. Perhaps these rings may be more beneficial to the amateur or beginner, helping to iron out a more pronounced dead-spot.

Potential benefits aside, the risk of dropping a chain appears considerably higher, as Sean Yates, the directeur sportif in the 2012 Team Sky car recalls: “At the Tour, the Sky mechanics were

told that dropping the chain was not an option. So they designed a chain guard to make sure that wasn't going to happen. You can drop a chain from round rings too and it's not really commented on, but with Osymetric it's a big deal.”

OUR TAKE

The jury is out regarding the mechanical basis for non-round rings. However, from a psychological point of view, the case in their favour is more compelling. A placebo has the potential to offer a significant performance gain. That said, the disadvantages of lower-quality shifting and the potential chain drop are significant, especially in a race situation.

HOT STUFF

Rapha Pro Team Data Print sock

Rapha's new Data Print range uses data from a Team Sky rider at the 2014 Tour de France for the design, and is made in collaboration with graphics company Accept and Proceed. The range includes a variety of clothing and accessories, including these natty socks.

www.rapha.cc

£15

Test report: March 19



Giant Liv Envie Advanced Pro

In line with this week's tech topic, it only seems fitting to put a women specific bike through its paces. The Liv Envie Advanced Pro is, they say, the first aerodynamic option for women riders and has been developed with feedback from world champion Marianne Vos.

www.giant-bicycles.com

£3,699 Test report: May 7



Bont Blitz Alpha

This year Bont has launched two new road shoes. First up is this pair, the Blitz Alpha, that Bont says allows performance to be more accessible. At a claimed weight of 235g for a size 42, it looks promising. The second pair, which hasn't landed quite yet and looks set to top the range, is the Bont Vaypor S.

www.saddleback.co.uk

£180

Test report:
April 23





Rapha Climber shoes £280

Rapha, in conjunction with Giro, has placed a toe into the high-end cycle shoe market with its new Climber model. This shoe is impressively light, as you'd expect, given its name — 230g for our size 44 pair. It's a common cycling paradox: the more you pay for a piece of kit, the less you get. In this instance, the low weight comes at a cost, literally, of £280. The sole, from carbon masters Easton, is impressively stiff, and they're comfortable too. So what's not to like? Not much really. We loved and hated the 'drilled out' appearance, which was brilliant on warm rides and, in our opinion, looks pretty cool, but we became obsessed with trying to keep them dirt-free.

230g (size 44)

www.rapha.cc

8



FFWD 4-Spoke Track wheelset £1750

Product of the week

With the four-spoke track option, FFWD extends its range to fill a small gap between the deep-section FT9 and the five-spoke and disc combination. Weight-wise, the four-spoke is lighter, which aids acceleration, though we didn't feel as planted as the back wheel skipped occasionally while sprinting at high speed. We found these to be an ideal Madison race option, though bigger riders might be hindered by flex so it's not the go-to wheelset for sprinters. FFWD knows what it's doing — note how many pros win using them. **1,700g**

www.paligap.cc

9

Sportful Light NoRain Top £100

Sportful's description of its Light NoRain Top as "a vest, only better" seems pretty much smack on the money. Windshield fabric used for the front, shoulders and upper arms provides decent protection and is certainly good enough to cope with single-figure temperatures when combined with a decent layer or two underneath. The back and forearms have a water-repellent finish with the brand's NoRain Light technology, which is good enough for a few hours of light drizzle, but anything heavier and it's quickly overwhelmed. The lack of proper waterproofing is a disappointment given the price (as is the absence of rear pockets), but the great fit and breathability certainly claws back some marks. **213g**

www.c3products.co.uk

8



WD-40 Bike Degreaser £9 Bike Cleaner £8

WD-40 has long been a staple of many cyclists maintenance kit and rightly so. For 2015, the brand has launched a new bike-specific range.



We tested two of these products and were hugely impressed. The specific Bike Degreaser was significantly more effective at cutting through grime than is standard WD-40; it erased oily smears with ease. Once we'd rinsed it off, our drivetrains sparkled like jewellery! Designed to be used in conjunction with the degreaser, the cleaner worked well at removing dirt and grime from our frames, without causing damage or corrosion to any surfaces. It should be noted that the packaging and nozzles of these products work well too.

**Degreaser 500ml;
Cleaner 1,000ml**
www.raleigh.co.uk

8



Assos IJ.Bonka.6 jacket £349.99

If performance is key and money no object, look no further than Assos. At £349.99, this is one of its most expensive pieces, and while it's hard not to wince at the price, Assos garments are known to wear well for years. Available in Cento and Mille cuts, the latter being for the more 'robust' rider, Assos is becoming more inclusive. You could use this jacket from autumn through to spring, thanks to its decent temperature control. Two minor gripes: the sleeve felt irritable against the skin, and the in-built snood was fiddly to use. **486g**

www.assos.com

7



BAM Contrast Stitch base layer £38

Bamboo, being fast-growing, is a sustainable material. Many brands are using it to make technical clothing. In terms of comfort, this base layer from British brand BAM is up there with the best merino wool base layers. The only feature of note, other than the long fit, are the thumb loops, which kept the glove-jacket gap well covered. Though it matches merino for comfort and eco points, the BAM couldn't wick away sweat quick enough to keep us dry on hard efforts, becoming uncomfortably soggy within a few hours. Thus, it was never really an option for training duties. **259g**

www.bambooclothing.co.uk

6

POC Octal Aero £250

As aero lids go, the Octal Aero is among the best of a motley bunch. Based on the Octal road helmet, which takes pride of place on the heads of Cannondale-Garmin riders this season, it is designed to aid aerodynamics using the basic concept that vents cause drag, so the rider saves energy with them covered. Normally the downside is a big weight deficit, but at 230g (M) the Octal Aero feels light and remains as comfortable as a regular lid. OK, it's warmer than a standard helmet, but in the recent cold weather, that's no bad thing. The Aero is only 30g heavier than the original version, but with its claimed aero properties, it could make you faster. **230g**

www.2pure.co.uk

8



LONG TERM TEST

Twelve months later

Topeak RaceRocket HP Pump 85g £29.99

Despite being small, light and elegant, we struggled to like the RaceRocket. Its size means you'll need at least 1,000 pumps to get 100psi and often it would pinch our hands between the pump's head and body. Also, the screw-on valve often unscrewed the valve core to release all the air. www.extrauk.co.uk

5

A few issues let the Topeak down



Can't live without

Arundel Uno saddlebag £12

Saddlebags don't come much simpler than the Uno by British brand Arundel. Firstly, it's cheap at only £12. Secondly, and more importantly, it's very user-friendly. A large opening at the rear makes the whole operation a breeze, and one Velcro strap is used to secure the bag to a saddle. The nicest touch, a large leather patch, keeps the bag away from your precious bike. We've been using it for over a year now, and it's perfect. www.arundelbike.com

Simply perfect



Kinesis Racelight

T2 £999.99

Tested by: Simon Smythe | Miles ridden: 253 |
Size tested: 54cm | Weight 9.9kg/21.9lb

This aluminium all-rounder that specialises as a winter trainer has been resprayed and up-specced for 2015, but is still priced at a penny under £1,000.

Frame

The T2 frame is made from 7005-series double-buttressed

aluminium tubing, a standard type for bikes at this level. Perhaps not so standard is that the tube profiles are round, giving the T2 a pleasingly traditional look. The frame's two concessions to relative modernity are the sloping top tube and the hourglass-shaped seatstays, which are intended to flex a little, adding comfort to what might otherwise be a very stiff frame.

The T2 has the fixtures and fittings of the dedicated winter bike — mudguard eyes front and rear, seatstay rack mounts and clearance for larger tyres.

Geometry is fairly standard, but the sizing could be confusing as it takes the old-fashioned seat tube centre-top measurement that is redundant with sloping geometry. When sizing up, look for the effective top tube length in Kinesis's geometry chart.

Two types of fork are available for the T2: for £934.99 it comes with an aluminium one. We chose the one with carbon blades and an aluminium 1 1/8in steerer.

The black paint with white and deep red graphics looks smart and is nicely finished.



The Racelight T2 is a great year-round training bike

A white and blue version is available as a frame-only option (£239.99 without fork).

Specification

The excellent Shimano Tiagra 4600 (10-speed) groupset covers shifters, derailleurs and cassette. FSA supplies the chainset, seatpost, bar and stem. The long-drop calipers are Tektro.

Considerable thought has gone into the build, and

although some might turn up their noses at FSA and Tektro, these components firstly work well — the Tektro calipers considerably better than expected — and secondly create a satisfyingly coherent look. The Shimano items would have been silver, but black matches the rest of the build and is arguably more sensible on a winter bike. Another nice touch is the sleeves fitted to the Jagwire

Kinesis Racelight T2

£999.99

Frame	■■■■■■■■■□□□	7/10
Specification	■■■■■■■■■□□□	6/10
Ride	■■■■■■■■■□□□	7/10
Value	■■■■■■■■■□□□	8/10

Distributor	www.kinesisbikes.co.uk
Frame	7005 double-buttressed aluminium
Fork	Carbon-fibre/aluminium steerer
Size range	48-63cm
Weight	9.9kg/21.9lb
Groupset	Shimano Tiagra/FSA
Alterations	120mm stem
Gear ratios	12-28, 50/34
Wheels	Shimano R501
Tyres	Freedom by WTB Racine
Bar	FSA
Stem	FSA
Seatpost	FSA
Saddle	Kinesis UK Aon

A

B

C

D

E

F

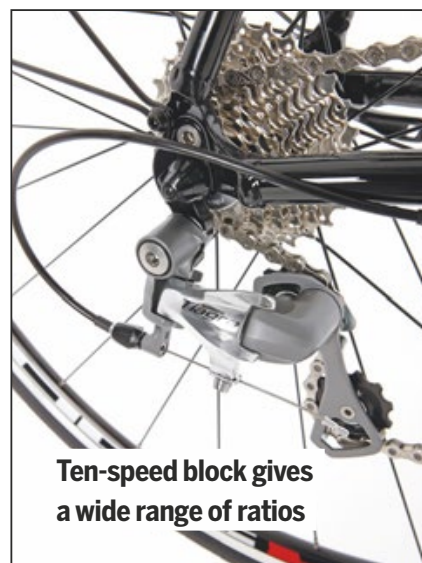
G

H

SIZE TESTED: 57

A	B	C	D	E	F	G	H
56.8cm	73°	73.5°	17.5cm	39.5cm	42cm	58.4cm	100.5cm

40 | March 12, 2015 | Cycling Weekly



Ten-speed block gives a wide range of ratios



Uninspiring but adequate shifters

tyres and the squidgy Kinesis saddle. It's light for a winter bike at this price, but not light per se, so it wouldn't be accurate to say it's nimble, responsive or exciting. However, it does hoof along very nicely at speed and has exactly the right level of comfort if you like a training bike to feel racy.

Although it has a neutral ride in geometry terms, the steering is very direct,

perhaps partly down to a head tube angle that's slightly steeper than the seat tube.

Fortunately the only criticism of the T2 is directed at easily replaceable components: the Freedom by WTB Racine tyres, although very resistant to cuts, are very slippery indeed in the wet. They lose traction without warning and did so three times on separate rides, with the third time resulting in a crash.

Verdict

Kinesis has a good reputation with UK riders for creating bikes specifically suited to British riding conditions. With this new, improved spec we would expect its all-rounder to become even more popular.

In this build the T2 offers excellent value for money, and the two most important elements — the frame and the gears — are spot-on.

Better tyres would improve its grip in the wet — which on the WTBs is non-existent — and better mudguards that could be adjusted more easily, would ideally have breakaway clips and the rear one would be a little longer as a courtesy to the rider behind.

With those simple upgrades — plus binning the frankly weird saddle — this could almost be the perfect winter bike: tough, reliable, fast and inexpensive enough to not worry about when road conditions turn really nasty.

7

For

- Tough, durable alloy frame
- Smooth-shifting Shimano gears
- Ride-to-work scheme friendly price

Against

- Tyres slippery in the wet
- Saddle too padded/sticky surface
- Mudguards lack key features

cables to stop them creating little silver channels on the side of the head tube.

The wheels are Shimano 501s, which have cup and cone bearings that can be tinkered with when necessary. These wheels are relatively heavy but tough and reliable for a training bike.

The mudguards *just* fit over 25c tyres, with only occasional rubbing noises. They would work better with 23s. They

don't have breakaway clips either, but in reality how often does something large enough get lodged inside a mudguard so that the breakaway is operated? The Freedom by WTB Racine tyres should be the first upgrade, but more of that later.

Riding

The T2 is not lacking stiffness. Some of this in the vertical plane is tempered by the 25c

Women's saddles

Ride comfort hinges on the right saddle, so *CW* put five female models to the test

What

As women's anatomy is different to men's there's an obvious need to get a saddle specifically designed to suit female riders. Yet even when saddle choice is narrowed down to women-specific models, there's still a wide variety available. We selected a range to test, from saddles that suit those doing longer rides, to racier options that allow a more aggressive position.

Why?

When out for hours at a time, having an uncomfortable saddle can cause big issues, and even put you off riding altogether. Most female-specific saddles are wider to cater for women's sit bones, which are further apart. Many also feature cutaway areas, or padded nose sections, to cater for soft tissue.

How?

As with the men's saddles we've tested, these were put through their paces in various riding situations, including turbo sessions, long rides, bumpy commutes and racing. Often you know pretty soon if a saddle is definitely not right for you; most pressure should be going through the sit bones and not soft tissue. Many shops offer try-before-you-buy schemes, but if you're really struggling, getting measured up is a good idea.

Prologo Kappa Evo DEA T2.0 £54.99

Prologo's Kappa Evo was the lowest priced on test so was unsurprisingly the heaviest, weighing 10 grams more than Prologo claims. For those looking to try their first women-specific saddle you won't go far wrong with the Kappa Evo DEA; the semi-round design is great for those unsure what may suit them.

On longer rides the Kappa Evo DEA really came into its own, with not too much padding to get in the way. Coming in only one size, this 147mm wide saddle suited our sit bones well, giving ample support over long distances, and no worry of rubbing the side of our legs. However, when we tried to get forward, during harder turbo efforts, we slipped off as the nose slopes down. This made it awkward to get comfortable while trying to put the power down. This may also be due to the lack of specific pressure relief on this design — other models on test had channels or holes, but the Prologo has not featured this.

Weight
262
grams

Rail: cromo rails
Size: one size
Colours: black/white, hard black, white/black
www.i-ride.co.uk



Fizik Arione Donna £109.99

Fizik's Arione Donna is the women's version of the popular Arione saddle, and as with the men's it is the flattest in the range. Maintaining the well-known Arione shape, just wider at the back and slightly shorter, this is a well thought out adaptation of the men's version.

A pressure relief channel runs down the centre of the saddle, aiming to relieve soft tissue pressure and increase blood flow while riding. When sitting further back on the saddle this worked wonders, possibly better than the cut-out design many brands favour. However, when adopting a more aggressive position on the nose of the saddle, the channel seemed more of a hindrance as it flattened out slightly, creating a lump on either side of the nose which made it awkward to get comfortable.

We found the saddle slightly too wide, but the Wingflex technology meant we had no issues with legs rubbing on the side as we rode, and our sit bones felt supported.

Weight
229
grams

Rail: Kium
Size: one size
Colours: black
www.extrauk.co.uk



Selle Italia SLR Lady Flow £106.99

Selle Italia is possibly the most well-known saddle brand on the market. Established in 1897, it's got decades of knowledge and experience. The SLR range is aimed at more serious riders, so we were expecting great things from the Lady Flow. Being the lightest on test, this saddle is meant for those looking to save some grams while still being comfortable.

The large cut-out, described as a 'super flow', was so large it left us bruised after long rides. This may be due to our narrower sit bones, as it seemed the edges were where we needed our sit bones to rest comfortably. Alongside this, the nose of the SLR Lady Flow was wider than we'd like, making it awkward to get in the right position during hard efforts.

For ladies that have wider sit bones this may be perfect, especially as it's so lightweight, so don't be put off. Selle Italia again recognises the importance of personal fit and offers a 30-day money back guarantee.

Weight
186
grams

7

Rail: titanium
Size: one size
Colours: black, white
www.chickencycles.co.uk



Pro Griffon Lady 142mm £74.99

The Griffon is a reasonably priced saddle that comes in two widths, 142mm or 152mm. The cut-out allowed pressure relief on soft tissue areas, making it comfortable on longer rides. We tested the narrower option but still found it wider than we'd like, both on the nose and at the back, which meant it rubbed slightly while pedalling. Despite this, we found the Griffon Lady gave good sit bone support.

With a round profile, designed to suit those who like to shift around when riding, we felt it was more suited to those favouring long rides rather than racers. A wide nose also made riding in a forward position uncomfortable during efforts on the turbo.

One thing that stood out was the padding on the Griffon, boasting extra lightweight, high density EVA cushioning near the rear of the saddle. This padding really came into its own on our bumpy commutes, without feeling — or looking — too bulky.

Weight
220
grams

7

Rail: titanium
Size: 142mm, 152mm
Colours: white
www.madison.co.uk



Specialized Ruby Expert Gel £85

This minimalist saddle has a racy look: with one of Specialized's lightest levels of padding you really feel like you're in the driving seat. On our pothole-filled commute it did feel harsh, but on smoother tarmac it was perfect, and gave great support on longer rides.

Specialized says the cut-out is specifically designed and medically tested to ensure the pressure is off those sensitive areas when riding. We tested the narrowest of the three widths, 143mm, and were comfortable on long rides with the majority of our weight on our sit bones, and still supported when we shifted into a forward, aggressive riding position.

The Ruby Expert caters for various sizes, and with the Body Geometry measurement technology it's simple to find out which should suit you best. Specialized offers a 30-day period where you can exchange your saddle if you're not happy, and for the price we feel you can't really go too far wrong.

Weight
225
grams

10

Rail: titanium
Size: 143mm, 155mm, 168mm
Colours: black
www.specialized.com



FITNESS

How do I... refuel with real food?

Sometimes there's no substitute for real food to replenish after a long ride

Words: Marc Abbott

A protein shake is the pinnacle of post-exercise sports nutrition convenience, but wouldn't it be nice to know what you could eat from your kitchen cupboards to restock your body's energy supplies? Kinetica brand ambassador Matt Lovell (www.kineticasports.com) explains.

"I'm a firm believer in the phrase 'food first'," says Lovell. "When we train, we break things down, deplete energy, dehydrate and cause damage to the body. To use food for recovery, we need proteins to repair, carbohydrates to replenish, vegetables to protect and fluids to rehydrate — a mixed meal."

But in what quantities do we consume these? Lovell says: "Your recovery meal should include 0.4g of protein per kilo of bodyweight. So if you weigh 75kg you'd need 30g of protein, which is around one chicken breast's worth." On the subject of carb-replenishment and its relation to protein, Lovell reckons: "You can add carbs from starches like rice or potatoes. I normally like to use a 1:1 ratio for general recovery, but you can increase this to 2:1 carbs to protein if

you've done much more work."

If you want to help bulletproof your body, make sure vegetables are in the mix. "Add some special protective nutrients from vegetables like broccoli to round the meal off, and you can add herbs to cook the chicken," Lovell adds.

And if you need to recover quickly, to train the same day, first thing the next morning, or if you're training hard most of the week? Lovell recommends: "Liquid recovery and faster digesting proteins and carbs are preferable. Higher glycaemic index (GI) carbs [sugary carbs and

starches] are also great for raising insulin, which can act to shuttle carbs back quicker into the muscles. Examples of high GI carbs include

white rice, pasta,

bread, custard and potatoes. "[Insulin] will also stop muscle protein breakdown while its levels are high in the bloodstream."

There is still a place for protein supplements, if you've no other good meals, or if you've a long journey home from an event. They're quickly absorbed and speed recovery. Yet Lovell's parting shot: "Mostly, real food will offer a better recovery solution, as long as you choose carefully and get your ratios right."

Essential points

- Repair the body with protein
- Replenish energy with carbs
- Go high-GI for regular training
- Get your carb:protein ratio spot-on

Don't overlook the importance of vegetables in your quest for recovery. Although protein is essential to repair damaged muscle fibres, so are nutrients from green veg such as broccoli, as they have anti-inflammatory properties. The same can be said of oily fish, such as sardines.



The ideal ratio of carbs to protein is 1:1, but this can be upped to 2:1 if you're riding hard on most days of the week. For a 100kg adult, you'll achieve the perfect 1:1 ratio with one and a half chicken breasts and a large, baked sweet potato (put the chicken in a sandwich if you need to adjust the ratio for more carbs!)

YOU SAY

Toasted bagel with smoked salmon and scrambled eggs.

Richard Starrett

Panini with chicken breast, cucumber, onion. Coffee. Or a fruit smoothie made with natural yogurt.

Dermot Lane



Recent studies have proposed that drinking milk is a good, quick way to kickstart your recovery, due to its high protein content. So heading for the fridge when you get home can be a good thing.

If you're a regular rider, and especially if you're putting in hard sessions every day, perhaps in preparation for a big event or race, you'll benefit from higher-GI carb sources, such as white rice, bread and pasta. These are broken down quicker by the body and rapidly raise your blood glucose levels.

A shake with some fresh fruit followed by poached eggs on toast or fish finger sarnies.

John Mullins

Beans on toast, in the winter it's quick, warming and pretty good nutrition-wise. In the summer tend to opt for rice and chicken.

Lester Slams

Peanut butter, banana and honey doorstep sandwich.

Daniel Kogan

Bread and jam, or a Soreen malt loaf with butter and two mugs of piping hot tea... Then countdown to dinner about half hour later.

Terry Hylton

Things to do this week

Try a new gel

This high-energy gel contains so many carbohydrates, that for a three-hour ride where you might usually take number of bars and gels with you, if you get these, you will only need to take a couple.

Each 60ml sachet contains 51g of carbohydrates as well as traces of sodium to help combat dehydration. Research agrees that moderate to intense cycling over 90 minutes requires 35-60g of carbohydrates per hour.

This one gel will nail your hourly fuelling.

As you would imagine, it's on the thick side, but it doesn't taste too bad and sits

quite lightly in the stomach.

www.zipvit.co.uk £1.12



Go lunging

The lunge never really gets the credit it deserves in the cycling world, which is a surprise considering it works all the major muscles of your lower body. When performed correctly, your glutes, quadriceps and calf muscles will strengthen, improving the conditioning of your muscles, which will help build your power and speed on the bike. The lunge will also improve your balance — a core skill that cyclists should always try to increase.

It's not difficult either: take a big step forward, keeping your back straight, and bend your front knee to about 90 degrees. It's important to keep your weight on your back toes, and then lower the back knee to the floor. Then switch legs. Simple.



Get specific

It's all well and good churning out the miles each weekend, but if you don't make your training specific to the events, races and sportives you are entering, then you're doing yourself a disservice. If you've been riding all winter on the flat, and then jump into a 100-mile hilly sportive, then you are going to struggle. You must train specifically. For example, if you're competing in a criterium race, which focuses predominantly on high-end power over short bursts, endurance rides aren't going to help much. If you're entering a multi-day sportive event, an hour's WattBike session, once a week, will only help for that first hour's ride. Train specifically for the event you are entering.

Learn from the pros

Cycling Weekly garners the wisdom of some of cycling's most experienced racers, coaches, team managers and support staff to discover the things they know now that they wish they'd known at the start of their careers...

Words: Marc Abbott Photos: Yuzuru Sunada, Andy Jones, Bart Hazen



Sir David Brailsford

Team principal of Team Sky and former performance director of British Cycling

"That people too often don't aim high enough, and put artificial limits on their own success. With hunger, passion and commitment, supported by the right team with the right values, people can achieve incredible things."



Jens Voigt

Professional racer for 17 years, yellow jersey wearer, winner of four Grand Tour stages, numerous one-day and stage races, and former World Hour record holder

"I should have had more confidence in myself, realised I was a better rider, and that I didn't need to cover every crazy, early breakaway. That I could go with the moves at the end of a race, and finish with the bigger guys. So, I wouldn't have just raced for breakaways but also for results."

"I had the physical strength; but sometimes it was easier to go for the breakaway because it was less difficult, technically, than sitting in and waiting for the moves to go. You take the pressure off by making the move yourself. I proved through my career that I was good enough to win stage races and perform with the better guys, but it took me a while to find that out, and I think I could have done that earlier."

"I'd also say that I would have pushed myself harder to do more core muscle training and stretching — I did next to none of that. I'm lucky that my body's built for cycling; I'm pretty strong — I wouldn't say indestructible — but I think I could have got more results or performance out of myself."

"Bobby Julich was really good at this; I would just sit there reading a book or playing my Gameboy while he was on a sit-ball doing his core exercises. Nobody cared about, or even knew, what core

muscles were when I was starting out. But if you don't stretch and work on this, then you definitely put yourself at a disadvantage."



Helen Wyman

Double European and nine-times British national cyclo-cross champion

"When you're moving up the ladder in cycling towards, or even in, professional cycling, make sure you have a plan B. You'll hit hurdles, have let-downs, and sometime hit your head against the wall. But have a defined goal, and always be willing to try to find a new way to get there."

"When I started, women's cycling was a little different. At that point in time, there were very few people you could trust, although I'm pretty sure a vast majority were well meaning and didn't mean to 'flick' you and crush your dreams."

Matt Stephens



Former professional racer, WorldTour rider and now cycling TV presenter. A curly-haired legend of the British racing scene

"Although I still think 'training on feel' has many merits, I do often wish that I could have more fully understood my physiology and capability as a rider as, looking back, I don't think I ever reached my full potential. The amount of information and data now available to riders allows them, if they have the accompanying coaching support, desire

"It was often a case of grovel home or dig up carrots from the nearby fields"

and drive, to maximise their potential through structured training, something that I never really did. I mean I was serious and trained hard, yet I sometimes wish I'd had access then to what is available now. No regrets though, I loved my time racing."

"I also wish I'd known how brutally hard the Gavia was in the snow. Pictures tell only half the story."



Marianne Vos

Triple world road race champion, seven-times world cyclo-cross champ, Olympic gold medallist and dominant force in women's cycling

"I like the fact that cycling is a constant learning process — that's what makes it attractive to me. It makes it easy to see everything open-minded when you have to discover a lot yourself. What I would say, though, is that you need to be careful with your body, and treat it very well. And most all have fun in what you do."



Colin Batchelor

British Cycling Level 3 coach, former BC coach of the year. Has coached riders to national and international

success, and is the founder and owner of Total Cycle Coach (totalcyclecoach.com) "Always carry something for a mate to eat. The times I got stuffed on a ride having run out of food and not been offered any by my clubmates, it was often a case of grovel home or dig up carrots from the nearby fields (and of course we never carried shovels)."

"I was told don't carry too much food, it slows you down and makes you weak. Thirty years of sports science later we know that is complete and utter carrots. Nowadays I always carry a spare bar and gel in case anyone on the ride gets the knock. It's lighter than a shovel."



Lloyd wishes he'd known more about training with power

Daniel Lloyd

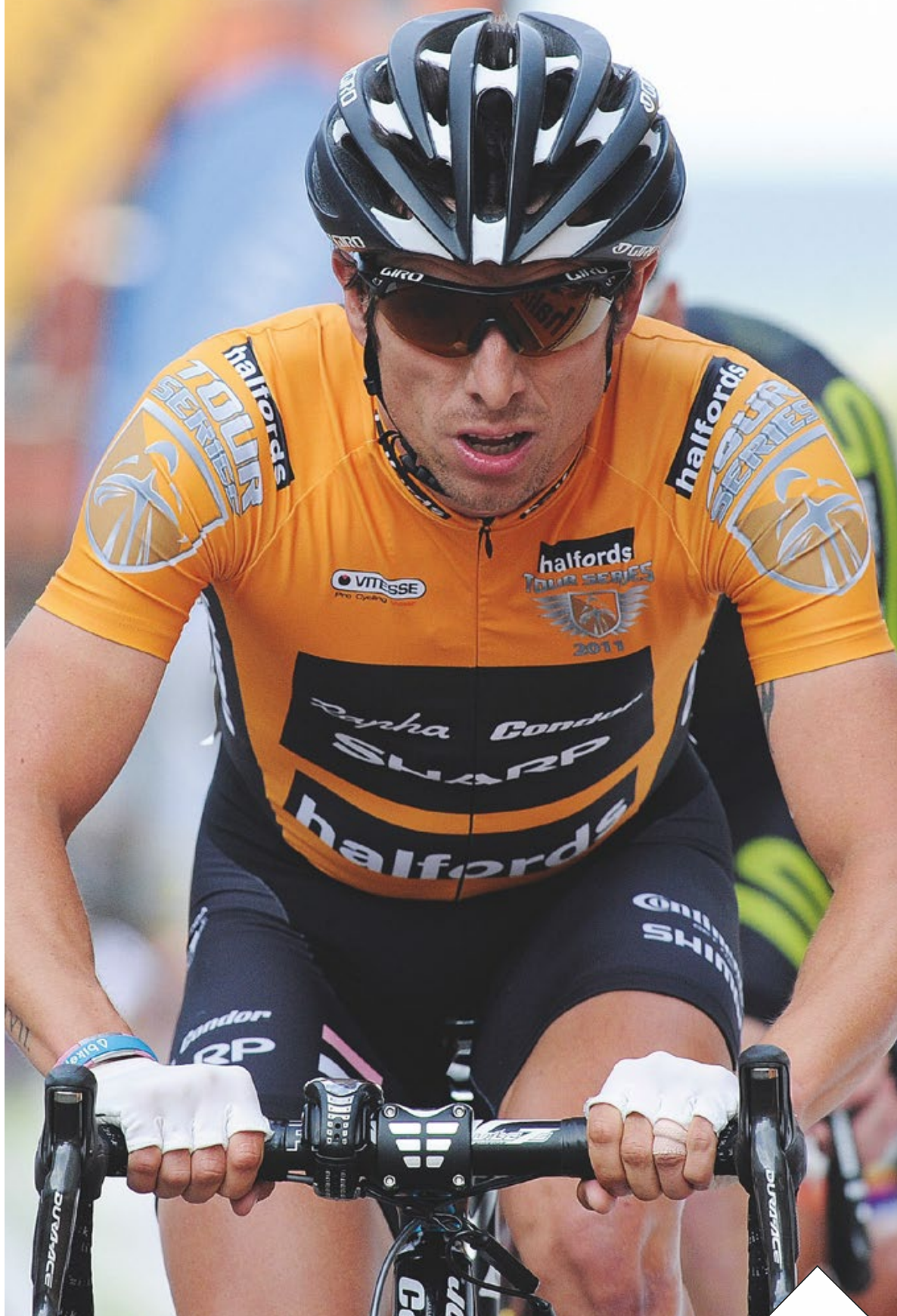
Presenter for Global Cycling Network, coach and ex-professional racer

"I wish that I'd known everything that I do now about using a power meter — not that I could have afforded a power meter when I was 15 years old, though! It's a strange one, because it's

so easy for me to go out and do five or six hours of reasonably hard, structured training in a week, but there's no way of knowing what effect all those years of 25 weeks at a pretty slow pace had. Base training might be one of those things that you can do for a few years,

but once you've got that into your adaptation at that low level... But I made so much of an improvement in the years I did use power for training, that I'd be interested to know how much better it could have been if I'd started using it earlier in my career."

Downing reckons a more scientific approach could have helped him



Dean Downing

Former national criterium champion and winner of countless one-day and stage races. A national institution, now coaching riders of all levels

"I started getting coached when I was 18, but only used heart-rate monitors and power towards the end of my career — in fact, I used power as a racer only for my final season. If I could have trained with it for the 10 years before

that, things might have been different. I've learned a lot in the last year which I'm now relating to my coaching clients, and it makes so much sense to use both measurements together.

"My ramp tests were always pretty average, but I'd just train hard in the hills relying solely on heart-rate. I just knew how and when to use my legs, but there wasn't anything scientific about it."



Dan Fleeman

Former British national road race, hill-climb and mountain bike champion, ex-WorldTour pro with Cervélo Test Team, and

founding director of Dig Deep Coaching (digdeepcoaching.com)

"The biggest thing for me was realising that it's the quality rather than the quantity of training that counts most. As a beginner it's easy to get hooked up over-stressing the importance of going out and riding 4-5 hours, when the reality is you often win or lose a race because of something that takes place over a period of several minutes.

"Lots of people go out and ride for four hours but get dropped in races long before the four-hour mark, as they cannot make the intensive efforts required within the races."



Simon Howes

Former junior time trial champion, professional racer and former sports director for IG-Sigma Sport

"The main difference would be in coaching. I was lucky enough to have great support from family and people who knew how to make you go faster, I just wasn't the sort to listen and I always thought I knew best.

"As a sports director for a professional team, and involvements in many other UK teams, I now realise that as a rider it's easy. All you have to do is turn up and race — great if you win but not a disaster if you don't. As a manager there is constant organising, arranging, rearranging, financial matters, sponsors' requirements, not forgetting the many different egos to contend with. If only I knew how challenging a role team management is I would have said "thank you" more frequently.

"Finally, don't throw away any cycling parts — they could be worth a small fortune in 20 years' time! If only I had kept the many Campag and retro parts I had, I would be sat on a beach in southern Italy instead of sitting at my desk in London!"

"It's the quality rather than the quantity of training that counts most"

**Matt Rabin**

Physical therapist and chiropractor with Cannondale-Garmin Pro Cycling, now in his eighth season with the WorldTour team

"I wish I knew how important the Classics were to cycling in general, in terms of what it means for riders to prepare for them, to get their bodies ready for them, the physical exertion of riding over cobblestones; the sheer nature and volume of what they have to do.

"I took it seriously when I started with the team, don't get me wrong, but Paris-Roubaix is like the Grand National on bikes. It's a hard, gruelling, bum-numbing, hand-shattering, teeth-clattering race. Training and preparing for that is different than for most other races. So you have to understand that from a chiropractic or physical therapist's perspective, the needs are so much more.

"Knowing how hard and how gruelling these one-day races are, you have to prepare much harder for them. The Tour is obviously a hard, hard race, but you've got 21 days and there's a bigger buffer for margins of error. I just wish I'd given the one-day Classics greater credence then. I used to turn up to Roubaix or the Tour of Flanders and sit on the bus for four hours and watch the Formula One, when there were thousands of people on the roadside, cheering them on. Those races are just an amazing experience."

**Scott Tomkinson**

Physiotherapist and bike-fit expert who has worked with WorldTour and Pro Continental riders for many years.

kernowphysio.co.uk

"One of the main bike fitting-related pieces of knowledge I gained while training as a cycling analyst was in correct pedalling technique. For years people always said to pull up as well as push down, and make circles with your legs.

"I now know from in-depth pedalling analysis that this is absolutely incorrect and actually slows you down. This is no more apparent than at the end of a bike fit when the rider performs his own technique, and then learns a new style and can see dramatic changes in his pedalling economy. Maximising delivery of power through the pedals when your pedal crank is at the 3 o'clock position is what it's all about."

Lizzie Armitstead

Double British national road race and circuit race champion, Olympic silver medallist, and Commonwealth Games gold medallist, 2014 Road World Cup winner

"I wish I had known when I was a teenager not to miss important family events for racing. You don't remember

the races and you don't need to take it so seriously so soon. And as things do become more serious, don't try to do everything yourself and don't be afraid to ask for advice and support.

"But above all, don't get too serious too young, and always be honest."



Armitstead regrets taking cycling too seriously too early

Christina Siggaard's Diet in a day

Team Matrix Pro Cycling | Age 20 | From Denmark



Danish rider Christina Siggaard, the new signing for Matrix Pro Cycling, shows great potential on the road. Possibly best known for her third place at the Junior World Champs in 2011, the young rider has proved her capabilities

at getting results when they matter.

Despite crashing out of last year's Tour of Flanders, Siggaard, 20, sees herself as a Classics rider, with short sharp climbs suiting her riding and the bad weather not putting her off. With a ninth place in last

year's Dwars door Vlaanderen she'll be looking to make an impact for Matrix in their Classics' campaign this spring. With a solid start at Omloop Het Nieuwsblad and Le Samyn des Dames last week, she looks to be hitting form.

Breakfast

This was oats and buckwheat made with almond milk with a good portion of honey on top along with some nuts, berries and seeds. I am lactose intolerant, which means no regular milk. I prefer the nutty taste of almond milk to rice milk but it depends what I find in the shops where I'm training or racing. I washed it all down with a coffee.

Added to the breakfast regime are vitamins. I've joined the Matrix team, who are using the USN range. It's very comprehensive and each rider gets products as part of a process of USN individual supplement plan on and off the bike.

CW says:

Many riders opt for the standard bowl of porridge oats to fuel their day; Siggaard chooses a slight variation mixing buckwheat with her oats. Buckwheat is actually a fruit seed and great for those with gluten issues. This mix of buckwheat and oats gives a slow, controlled release of energy, perfect for when riding.

787
kcalories
133g
carbohydrates
27g
protein
10g
fat



On the bike

On the bike I use USN energy bars and a mix of endurance carbohydrate and hydration drinks. This mix depends on the weather and the type and length of the ride I'm doing. I have to always keep in mind my lactose intolerance when choosing drinks. I also have a banana; I like to have a piece of fruit in my pocket.

CW says:

Siggaard fuels her ride using the products she'll use in her races; this is important as it helps her body get used to taking specific products. USN protein, seed and nut bars are a great fuel for riding, giving a mix of carbohydrates and protein, which help sustain energy levels. Having carbohydrates in liquid form is often a good choice on long rides as it ensures you're constantly keeping on top of fuelling too.

676
kcalories
44g
carbohydrates
28.2g
protein
38g
fat



Post ride

After a ride, especially when it's been an intensive one, I have a USN whey protein premium shake. If I'm travelling somewhere and space is limited, I always make sure I have a protein bar. From home, I have all the products I need.

CW says:

Post ride Siggaard has a USN protein shake; usually her lactose intolerance would mean that she couldn't consume this product but with a special

formula that includes Tolerase L she can. Tolerase is a lactase enzyme that helps break down lactose in the product, making it suitable for those with lactose intolerance. Having a specific recovery product when travelling is a good idea. Ensuring you consume sports products, either a bar or shake post exercise, enables you to get on board the nutrients needed to help promote recovery, in particular protein to help repair muscles.

136
kcalories
2.8g
carbohydrates
24g
protein
3g
fat



Lunch

Lunch was rice based with a meaty sauce. Depending on what I've cooked the previous evening, I might make something to go on my rice from the leftovers. I also have a small side salad and paleo bread.

CW says:

Using leftovers is a great way of saving time. It's a simple meal with the rice replenishing carbohydrate stores with the meat giving a source of protein. The side salad adds vitamin and minerals as well as giving extra protein with the egg and tuna.



787
kcalories
54g
carbohydrates
38g
protein
37g
fat

Snack

In between lunch and dinner I have another coffee, last of the day, and an apple.

CW says:

Siggaard chooses fruit as her snack, a healthy way to get a burst of sugar and suppress her appetite between meals. Her mid-afternoon snack also includes a coffee, which is a good time for drinking caffeine as it will give a boost, aiding her alertness but not impair her sleep, as it could after dinner.

52
kcalories
21g
carbohydrates
0g
protein
0g
fat



Dinner

Grilled chicken with new potatoes and a green salad.

CW says:

Chicken is a lean meat that is perfect for keeping protein stores high without consuming high quantities of fat. To complement her chicken Siggaard has potatoes and a green salad. Salad is super-fibrous and is a great way to fill up on minimal calories. Dark green lettuce and spinach are packed with vitamins so will help maintain Siggaard's immune system.



391
kcalories
68g
carbohydrates
39g
protein
5g
fat

Snack

My last snack of the day is an orange, an hour or so before bed.



52
kcalories
13g
carbohydrates
1g
protein
0g
fat

DAILY INTAKE
2,881
kcalories
335.8g
carbohydrates
157.2g
protein
93g
fat

Bone up on bones

How long hours in the saddle can contribute to osteoporosis

Andrew Hamilton

There's no disputing that cycling is great for health and fitness. However, recent studies on elite cyclists have demonstrated that because of its non-weight bearing nature, cycling may not help strengthen bones and may even result in reduced bone mass over time — increasing the risk of osteoporosis down the line. But is this something that recreational cyclists, riding more modest weekly distances, need worry about?

To try and answer this, a newly published study has compared the bone health of recreational and highly trained cyclists. Twenty-eight male cyclists were categorised into highly trained (over eight hours riding per week) and recreational (between three and eight hours) riders. All the cyclists were fitness tested and then underwent DXA scans (a highly accurate method of measuring bone density) of the hip and lower

back areas, and the results were compared.

Unsurprisingly, the highly trained cyclists tended to have greater aerobic capacities and power-to-weight ratios.

Brittle bones

However, the trained cyclists also had lower measures of bone mineral density at the hips compared to the recreational cyclists. In the lumbar region of the lower back, both groups had below average bone mineral density. Indeed, the scans identified 12 trained and four recreational cyclists as osteopenic (on the way to osteoporosis) and three trained cyclists as actually osteoporotic. The researchers concluded: "Road cycling may potentially increase the likelihood of low-trauma fractures," which suggests all cyclists should perform some regular load-bearing exercise such as running or weight training. *Clin J Sport Med.* 2015 Feb 10. [Epub ahead of print]

Great for...

Pre-ride fuelling

Sweetcorn, carrot and kidney bean wraps

This is a perfect meat-free meal, which is light on the stomach and packed full of slow-release carbohydrates to keep your energy levels stable throughout your bike ride. And if that wasn't enough, this dish also provides plenty of vitamin C and iron — it's a real immune-boosting treat — as well as fibre, which will help keep you feeling full for longer, minimising snacking. Don't worry about the calories either, as there aren't many here. It's a great meal to have before you head out on your bike and can even be eaten cold when you return home.

Time taken:
30min



Strengthen your bones by running



METHOD:

- 1) Drain the kidney beans and rinse. Drain the sweetcorn. Peel and finely chop the onion and garlic. Wash, halve, core and finely dice the pepper.
- 2) Drop the tomato into boiling water for a few seconds, then skin, halve, de-seed and dice. Peel and thinly slice the carrot. Halve the chilli, remove the seeds and the white inner ribs and finely chop the flesh.
- 3) Heat the oil in a frying pan and sweat the onion and garlic until translucent. Add the pepper and carrot and sweat briefly. Then add the stock, the rest of the vegetables, chilli, parsley and seasonings. Put a lid on the pan and cook for five minutes.
- 4) Heat the tortillas in the oven and place a quarter of the filling on each tortilla. Fold in two opposite sides and roll up. Serve immediately.

NUTRITION PER SERVING:

292

kcalories

55g

carbohydrates

13g

protein

2.3g

fat

INGREDIENTS:

(serves four)

- 2½ tins red kidney beans
- 1 tin sweetcorn, small
- 1 onion
- 1 clove garlic
- ½ tomato
- 1 carrot
- 50ml vegetable stock
- ½ to 1 red chilli pepper
- Pepper
- 1 tbsp oil
- 1 tbsp parsley, finely chopped
- 4 tortillas

TAKE HOME TRAINING SESSION

Hill repeats

Short, sharp intervals ridden hard up a steep climb are the perfect way to boost your fitness and prepare for the challenges of a typical British event

If you want to improve your climbing there is no substitute for doing some of your intervals out on the road. This session is perfect for preparing for UK sportives and races, which often feature short, steep climbs.

The intervals are only one minute in length so you don't need a particularly long climb but it does need to be steep enough to really make you think about your technique.

Warm up for 20 minutes by riding out the bottom of the climb, attack the hill hard and sustain your effort for a full minute, it doesn't matter if you reach the top or not but make a note of where you reached. Descend and ride a little way past your start point to recover;

give yourself a full five minutes before repeating.

Aim for five repeats but stop if the time taken to reach your original marker point reaches

1min 30 sec.

Your goal should be to reach or pass your marker on every one-minute effort.

Time taken: 60min

Time (minutes)	Cadence (RPM)	Zone
1-20	90	1
20-21	90	5
21-36	90	1
36-37	90	5
37-42	90	1
42-43	90	5
43-48	90	1
48-49	90	5
49-54	90	1
54-55	90	5
55-60	90	1

Effort	You can	It feels like you're...	Use it for...	% Max heart rate	% FT power
Easy Zone 1	Chat freely	Warming up	Warm-ups, cool-downs and recovery	60-65%	56-75%
Steady Zone 2	Speak one sentence at a time	Riding along in the bunch on the flat	Long rides	65-75%	76-90%
Brisk Zone 3	Speak a few words at a time	Breathing deeply and working hard	Long efforts of 10 to 20min	75-82%	91-105%
Hard Zone 4	Say only one word at a time	Really attacking (perhaps on a climb)	Efforts lasting 2-8min	82-89%	106-120%
Very hard Zone 5	G grunt and gasp	Sprinting	Efforts lasting less than 2min	89%-MHR	121%+

Insider's guide

London Cycle Sportive

CW
Difficulty
rating:
6/10

**This
year's
event:
May 10**





**103
miles**

**1,098
metres
ascent**

***Cycling Weekly* recces one of the finest sportives on the outskirts of the capital**

Cycling through the capital's traffic probably doesn't rank up there with your top 10 things to do on a sportive. But just on the city's doorstep, tucked away from the bus lanes, traffic lights and honking drivers is a cycling haven peppered with Olympic history.

As you climb the Surrey Hills and take in the majestic, uninterrupted views over the South Downs from Box Hill, the hustle and bustle will soon be a distant memory. And finishing with a lap of the 1948 Olympic velodrome at Herne Hill will add a special touch of nostalgia.

Where is it?

The London Cycle Sportive starts at Dulwich Park, South East London. While you will have to cope with a little South London traffic, you'll soon be in the rolling countryside of the North Downs, weaving through quaint villages and taking in some famous beauty spots of the Surrey Hills, including Box Hill.

Why ride it?

This event gives you a taste of London's Olympic history, and finishing with a lap of the 1948 Olympic velodrome at Herne Hill certainly makes this event stand out on the sportive calendar. Human Race events are always well organised with well stocked feed stations. If you live in the capital and are looking for an event on your doorstep, this one is ideal.

History

Human Race took over this event in 2013, two years after its inaugural outing as the Ride Around London. It was run by the charity Access Sport, now the event's official charity partner. It has always featured a lap of Herne Hill velodrome but looked very different previously, as it took on a circular 115-mile loop around London finishing north at Lea Valley White Water Centre.

How to enter

Head to www.human-race.co.uk to register. On-the-day entry isn't an option, so book now.

HQ details

Dulwich Park is on the A205 South Circular. There is a designated car park at extra cost just under a mile from the start line at Dulwich College. Roads you can park on for free include Alleyn Park and Hunts Slip Road. West Dulwich station is just one mile from the start.

Where to stay

Not even a mile from the start is Diana Hotel. The Windmill at Clapham has some great rooms, with a pub and restaurant attached, and is just four miles from the start. There's a Travelodge near Crystal Palace or an Ibis in Greenwich, just a stone's throw from the Cutty Sark and five miles from the start.

Where to eat

If you're staying near Dulwich and are looking to carb-load, head to Rocca di Papa. Chandni serves good curries; for veggies, there's Greenz near Tulse Hill. The Plough in Dulwich has seasonal pub food, real ales on tap and continental lagers.

Local bike shop

If you're in need of parts or repairs, head to Herne Hill Bicycles on Norwood Road. There is also an Evans Cycles in East Dulwich.



From Dulwich Park, the route heads south on wide roads, some with cycle lanes. You've got only nine miles, just after the town of West Wickham, before you can take a deep breath of country air as high streets and residential roads make way for quiet lanes with vistas of rolling fields.

After the view opens out, you'll take a left on to Beddlestead Lane and pick up some momentum here but keep your wits about you. Grit and leaves can build up and there's a tight right-hand bend at the bottom. No one looks good in a hedge.

This is not a killer route, so if you've got a few early-season miles in your legs, you should be aiming for a good time. With that in mind, and if you can resist the smell of bacon wafting on the breeze, you might opt to miss the first feed station at Outwood (26 miles) and hunker down to skirt the edges of Reigate, approaching the Surrey Hills.

Be aware that on this event you will cross A-roads — an occupational hazard of riding near London. Take extra care just after Godstone when you turn onto the A22. Marshals will help on the

day but traffic comes along at quite a speed. Rob Hillman of Human Race admitted, "This was the single biggest challenge of designing this route in and around London. But London is Human Race's heartland."

After 33 miles, the medium and long routes split. If you're not up for the 103 miles that we took on, branch off towards Betchworth, past Wonham Manor and its resident deer. Box Hill is now in sight. The long route heads south through Leigh and Rusper entering the Area of Outstanding Natural beauty that is the Surrey Hills, at Ewhurst.

After 55 miles on mostly rolling lanes, you'll be glad to see Pitch Hill stretching up in front of you. No sooner have you tackled those gradients and gone through the village of Shere than you're on to Combe Lane. This is a lesser-known uphill hidden by tall trees and twisted branches.

After Ockham, you loop round to Ranmore Common, where the two routes come back together. Turning right at the bottom of Ranmore Common Road, look up to see the wooded slopes of the most famous North Downs summit. Those zig-zags are only a mile away.

At 90 miles, you'll hit the Chipstead Valley Road, entering the most built-up part. There is a timing mat here to discourage 'racing'. The route back, through Wallington and past Mitcham Common, is well planned and avoids tricky junctions.

Your reward is a victory lap of Herne Hill velodrome, the historic track that was built in 1891 and is the last remaining venue of the 1948 Olympics — where Great Britain won four medals. Here, you'll receive your own medal for completing the London Cycle Sportive.

ORGANISER'S TARGET TIMES			
Route	Distance	Ave speed	Time
Long	103	12mph	8hr 36min
Long	103	16mph	6hr 24min
Long	103	19mph	5hr 24min
Medium	65	12mph	5hr 24mins
Medium	65	16mph	4hr 6min
Medium	65	19mph	3hr 24min
Short	30	12mph	2hr 30min
Short	30	16mph	1hr 53min
Short	30	19mph	1hr 35min

The challenges

1 Ranmore Common Road

In the Surrey Hills, you get used to climbing. You'll have gathered a good pace over Ranmore Common, so be aware that this descent, with its sharp and steep right-hand bend, can catch out the less cautious.

2 Pitch Hill

The first real climb of the day. At 1.6 miles long, it starts from the roundabout at Ewhurst village. You're very quickly into an eight per cent gradient, but there is some respite before those 14 per cent sections bite later on.

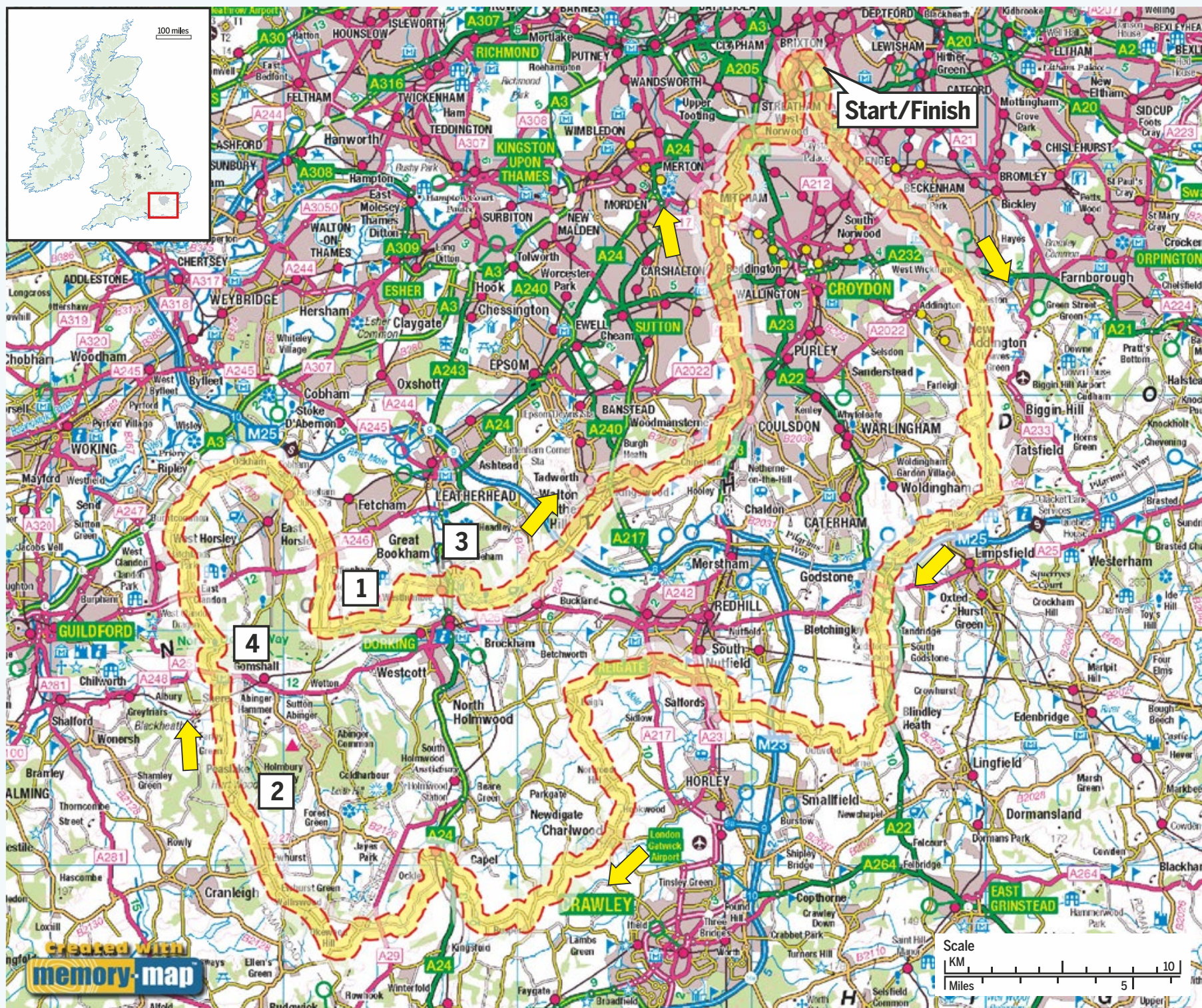
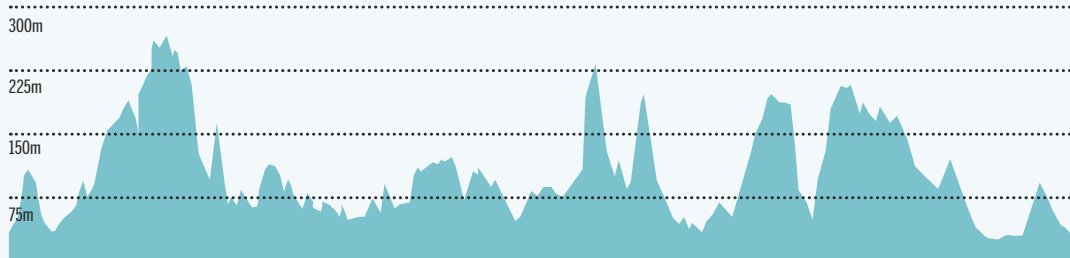
3 Box Hill

The most famous climb of the day but not the toughest. After the Burford Bridge Hotel, turn right into a country lane. The climb begins. With few uphill metres in your legs and just 20 miles to the finish, there is no need to hold back.

NAIL IT

4 Combe Lane

Out of the village of Shere, you'll cross the A25 where you turn into Combe Lane. It's not quite one mile in length but be ready to take on this short, sharp slog just after Pitch Hill. It averages seven per cent and you'll be straight into it just metres from the junction. There's a bit of respite just before the first left-hand bend, but with each corner the road rises. It ramps up to 18 per cent near the top, just before you turn into Staple Lane. Having done little climbing in the first half of the route, this could be a good place to attack and leave the weaker climbers behind.



Southend Wheelers Cycling Club

Stuart Clapp finds similarities in Essex to the flat plains of Belgium

Every one of us has a story to tell. Put a group of cyclists together with ages that span 80 years and there's enough not only to fill magazine column inches but vast volumes of books. Cyclists like to talk, especially those at the Southend Wheelers as they meet at their regular spot in coastal village, Canewdon.

Despite the heavy clouds making the landscape resemble the backdrop to a Northern Classic,

spirits are far from dampened.

The gold kit (we're assured that it definitely isn't yellow) pops from the grey that envelopes the riders, as they file out two by two and into the narrow lanes once used for the more sinister deeds of smuggling from the nearby maze of creeks.

The route for the day isn't set, it never is, but with few roads leading in and out of the small village, the bunch ride west to the country roads that skirt the edge of Hanningfield

Reservoir. Lanes that are familiar to local pro riders such as Alex Dowsett and Mark Cavendish.

A steady tempo is tapped out. *Piano!* It's enough to warm the muscles, but not so fast as to kill the mood, or more to the point, the conversation. Nods and waves of recognition are exchanged with cyclists passing in the opposite direction. This is a friendly bunch. Other club members are met en route — often with an exchange of sharp Essex banter — before attaching themselves to the back of the pack as though they've been sent there for poor timekeeping.

Far enough into the ride to have learned legends involving highwaymen, smugglers and witchcraft, it becomes apparent that it's not just the weather that's reminiscent of Flanders. It's not hilly in this part of the UK. The dialect may be short and sharp but the

Club facts

Based: Southend-on-Sea, Essex

Members: 185

Formed: 1923

Meets: Sundays 9am, Canewdon Village Hall.

Turbo nights held through the winter on Wednesday nights

terrain is not. The challenge in this area is wind. The sparse landscape isn't ideal for the featherweights. "You don't see many aero wheels around here, that's for sure."

The week leading up to the ride was so windy that had anyone dared to venture out on deep-section rims, they would still be looking for them in one of the hedgeless fields.

The similarity in landscape to northern Belgium or the Netherlands is such that Southend-on-Sea is far closer to those foreign lands than it is to the British Midlands. The local food is also similar. Seafood, such as mussels ▶

History

In 1923 a group of cycling enthusiasts sat around and thought of ways to encourage likeminded folk to share their passion for two wheels. The idea was to form a club. By the end of the evening, the Southend Wheelers was founded.

By the 1930s, the group had grown and attracted cyclists from further afield. The Southend Wheelers predate many cycling clubs in Essex, so had members coming from miles around. With that, it changed its name to Southend and County Wheelers.

The kit colour, which the club denies is yellow, was first introduced after World War Two. It started as a gold square of fabric on the shoulder of the jersey as a means to spot fellow clubmen in races. Other clubs had started to establish close

by and interclub rivalries, albeit friendly, were fierce.

A revamp to mark the millennium saw another name change. The club reverted back to its original moniker, Southend Wheelers. Up until the early 2000s, the club was predominantly a racing club, with riders such as Matt Illingworth lining out on the club run, but despite an abundance of young talent, the club now feels like a social club. One that has a place for everyone.

Past champions

■ Vic Stark and Roy Godbeer were fifth and sixth respectively in the 1954 Circuit of Britain.

■ Brian Wiles won the National Junior Sprint Championship in 1956.

■ Ian Roberts was national schoolboy champion in 1962.

■ Geoff Lazell won the National Junior Sprint Championship in both 1969 and 1971, also winning the White Hope sprint in 1969 and a BCF National Trophy. He was awarded the then BCF Stockwell Trophy, for the best young rider in the UK in 1969.

■ Matt Illingworth was a member during his formative years (his mum Ann is an honorary club member still).

Achievements

■ Southend Wheelers has always had a decent success rate with junior riders. Currently, Simon Alexander has made the step to Richardsons-Trek and it seems there are other youngsters set to follow suit.

■ Twelve-year-old Katie-Ann Elliston is riding with the Eastern Region Track Cluster and 16-year-olds Hannah Shean and James

Jenkins have been sent to the GHS finals.

■ The Wednesday time trial league encourages the youngsters with judicious arrangements of start sheets. It's a very safe environment which provides plenty of challenge but is equally supportive. Talent is not so much spotted as developed by the warmth and backing from the club.





Southend Wheelers club run

Ride highlights

1 Canewdon

Fearing war with Germany, the Royal Air Force built one of four RADAR sites in the village in 1937. It's easy to picture the scene all those years ago. Very little has changed.

2 Hanningfield Reservoir

The 3.5km sq reservoir was built by flooding the ancient hamlet of Peasdown. Its church, St Sean's, is still intact beneath its surface. It's surrounded by a huge nature reserve.

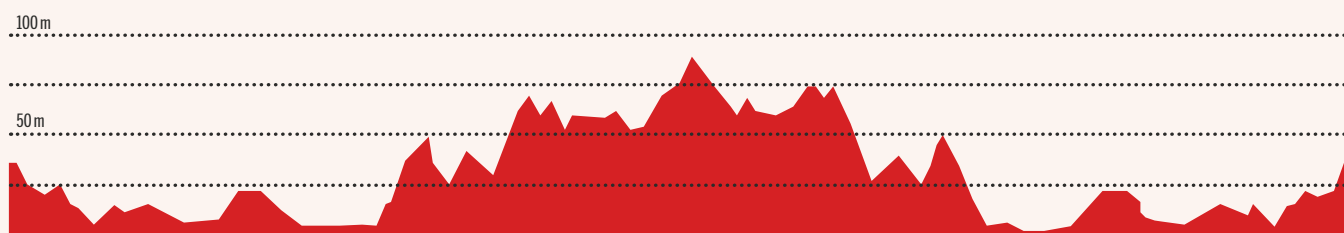
3 Battlesbridge

On the route in and out of Canewdon is Battlesbridge. A quaint setting, once home to a working mill, although the mill is still there, it's now a thriving antiques centre.

Favourite cafe

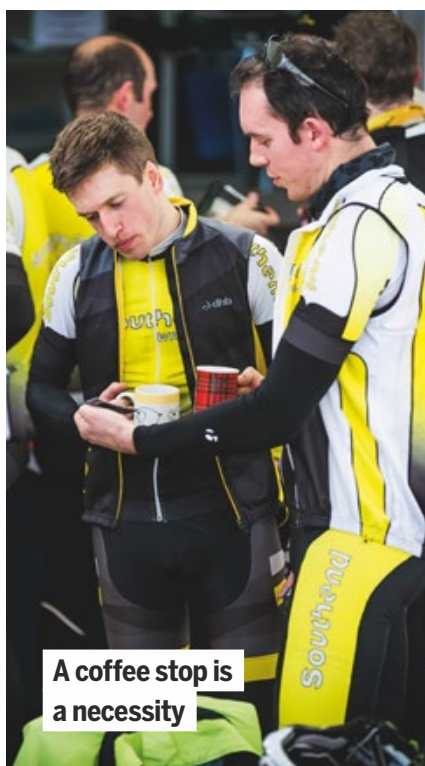
A club having a village hall to retreat to and call their own — albeit only for a couple of hours on a Sunday — is a rarity. It has hot tea and coffee and a variety of cakes upon arrival. All they ask is a small contribution, by means of a couple of coins in a glass sitting at the end of the bar.

Also, the kitchen is run by social members of the Southend Wheelers. These are non-cycling members, usually other halves that have opted to join their partners rather than beat them.





The group collects members en route



A coffee stop is a necessity



Gold kit: a club staple for decades

and cockles, are the catch of the day for local fisheries.

At the aptly named Watery Lane, Simon Alexander — an elite cyclist now riding for local team Richardsons-Trek — joins the group. He's one of a handful of young riders still affiliated with the club that is destined for a bright future in the sport. Later on we pass Alexander's teammate, George Wood. It seems

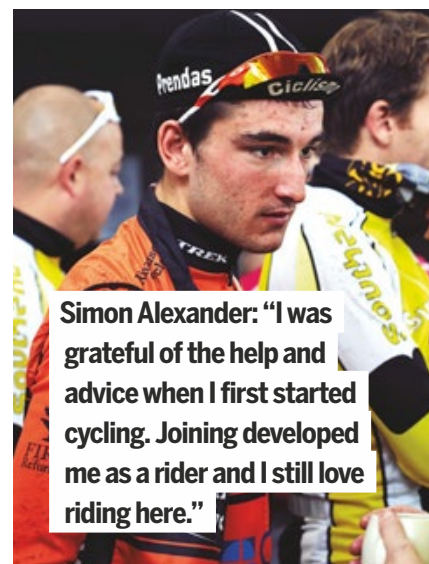
that six degrees of separation is at least five too many in this area. Everyone knows everyone. Everyone talks.

The clouds have passed, the north-westerly wind sending them over the North Sea towards Flanders. Clearer skies brought a dip in temperature so the group retreat back to the village hall they left a few of hours earlier (albeit with the pace lifted

from the outward journey aided by a wintry tailwind).

It's here that all the groups congregate simultaneously; the social group that meets at the village hall at 10am and the intermediate and fast groups, which meet at 9am. It's hard to tell if it was the hot drinks that brought so many people out on such a drab day. Or maybe they just really do like each other's stories. ■

Meet the club



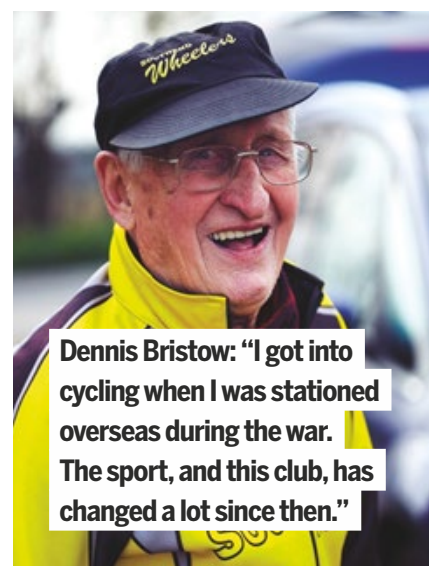
Simon Alexander: "I was grateful of the help and advice when I first started cycling. Joining developed me as a rider and I still love riding here."



John Gretton: "It's always great to see everyone each week. A bike ride and back for tea and cake — it's a Sunday ritual!"



Hannah Shean: "I started coming here with my mum. It's fun to ride with a mixture of abilities and hear all the stories from the older members."



Dennis Bristow: "I got into cycling when I was stationed overseas during the war. The sport, and this club, has changed a lot since then."

Contact southendwheelers.org

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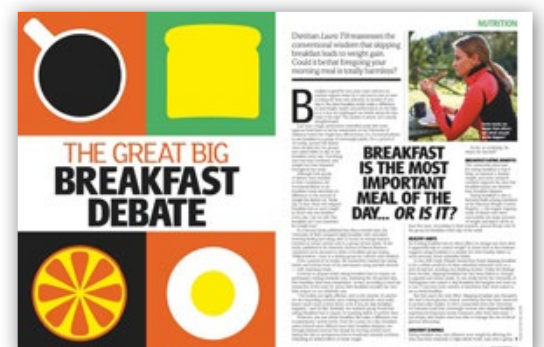
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FITNESS

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NUTRITION

The Great Big Breakfast Debate.

Breakfast is the most important meal of the day... or is it?



Thwaites Brow

Keighley, West Yorkshire

Simon Warren

Many of you will be aware of the famous cobbled climbs in Belgium, those used in the early season Classics — roads such as the Koppenberg or the Paterberg. However, few people know we have climbs equal, and in some cases tougher, than those roads right here in England, and in particular, in Calderdale. The pick of the bunch is Thwaites Brow, because not only is it steep, not only does it feature rough, jarring and randomly placed

cobbles, but it also has wicked twisting bends. Leaving its uninspiring industrial base, it writhes its way up into the back of Keighley, its surface contorting beneath your tyres, forcing you to make constant adjustments to your direction. Bending left and right it's a challenge to stay upright as the bombardment from below pounds every muscle in your body. When you reach the tarmac finale it would be sheer bliss, if it weren't for the fact that the road gets even steeper before it gradually levels and you can finally relax.

CW
Difficulty
rating:
9/10

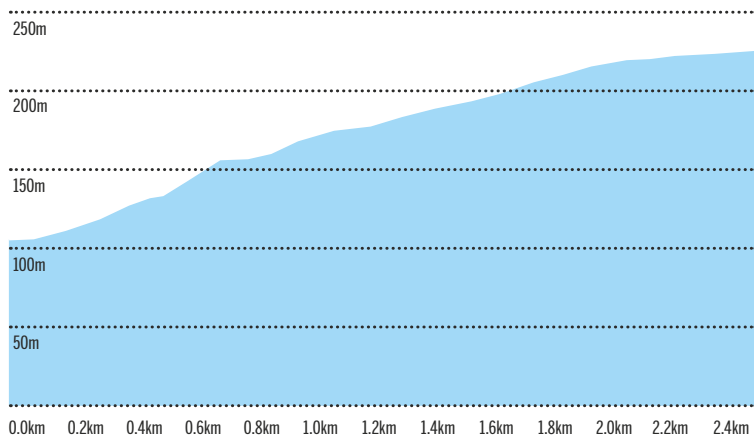
The stats

WHERE Head east through the industrial estate on Dalton Lane to where the road bends left. Turn right over the bridge then first left opposite the Shoulder of Mutton pub.



KOM TOP TIP Pick your line over the cobbles, look for smooth, neatly placed stones, if you can find any!

1.2km **255m** **123m** **10%** **20%**
Length Summit height Height gain Average gradient Max gradient



Strava file: www.strava.com/segments/4769872



Ride your own cobbled classic in Yorkshire

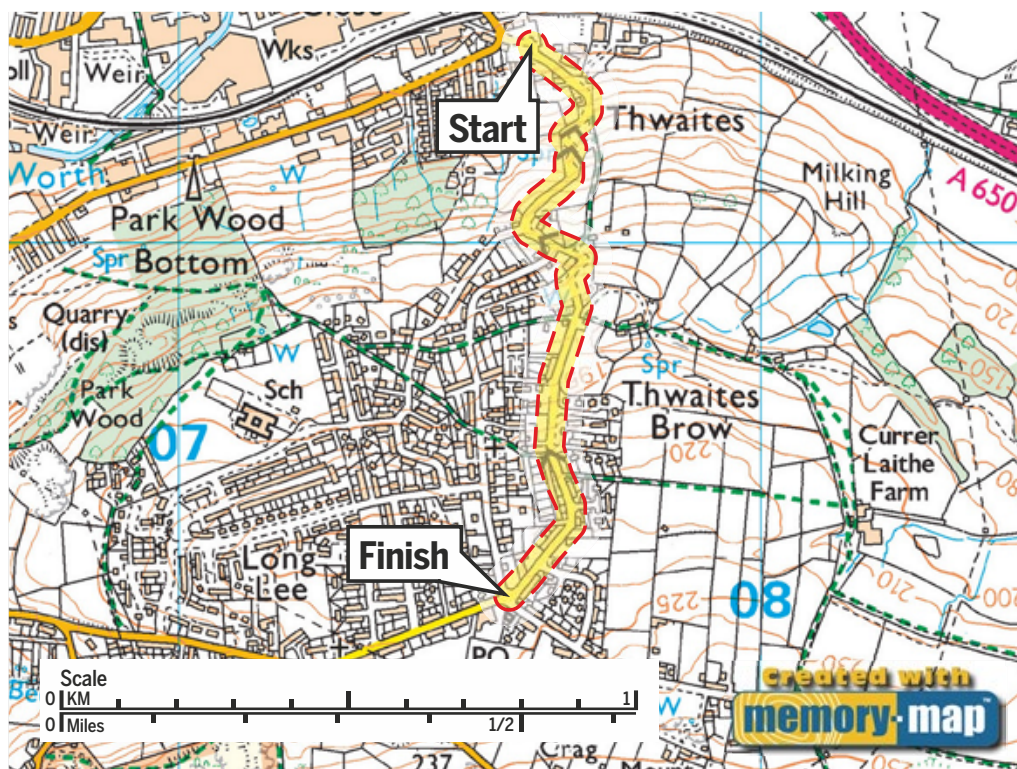


Photo: Brian McNea/BMC Media

Ordnance Survey mapping © Crown copyright. AM46/13. Created with Memory-Map

Stybar king of the Strade



Former world cyclo-cross champion triumphs on the gravel roads of Strade Bianche

Words: Owen Rogers Photos: Gruber Images, Graham Watson, Cor Vos

Two decisive moments led to Czech Zdenek Stybar (Etixx-Quick Step) winning in the Piazza il Campo in the centre of the Tuscan city of Siena. The first was on the toughest, longest stretch of the eponymous white gravel roads which characterise Strade Bianche, the second nearly 50 kilometres later, on the final climb through Siena's streets.

Siena selection

The longest gravel sector had been identified by teams as an ideal place to attack. An early eight-man escape, which had been allowed to establish a lead of over six minutes, was all but reeled in when they reached the 11.5km stretch at Monte Sante Marie. By the time the leaders returned to the tarmac, the race had a different complexion. A strong group of nine riders, including many of the favourites, was now clear.

If Monte Sante Marie selected those who would fight through the final kilometres, it was the climb into Siena which selected the winner. Overtaking is limited by the width of the road and the 16 per cent gradient is enough for most with 199 kilometres in the legs.

Only Alejandro Valverde (Movistar) and Greg van Avermaet

accompanied Stybar into Siena, and the Spaniard's climbing prowess should have made him the favourite. "With Valverde you know with such an uphill finish he will be really strong," Stybar said later. "He was waiting until the last climb. But I didn't want to underestimate Greg because I knew he's very explosive."

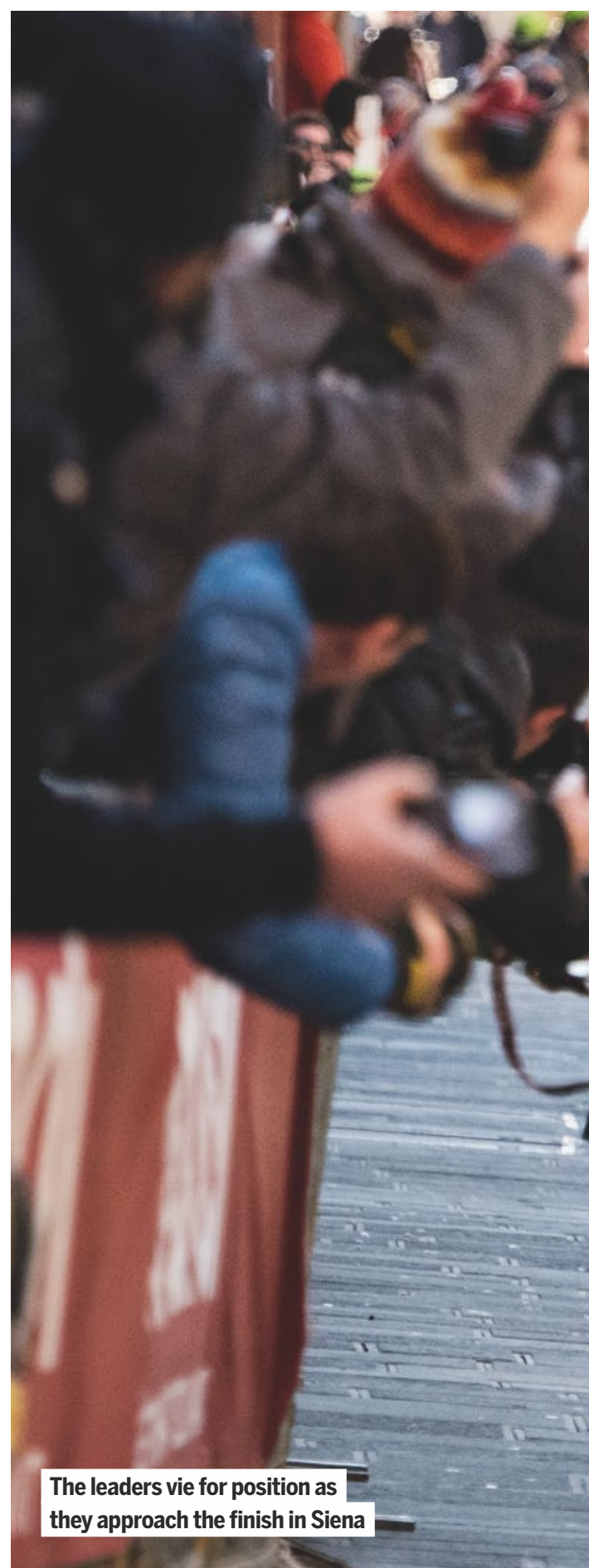
Good judgement

While van Avermaet's attack may have been too early, victory would have been his had the Czech champion not chased. "I was in the wheel of Alejandro, I didn't know whether to jump on his [van Avermaet's] wheel, but then in one millisecond I jumped because I saw that Alejandro was losing."

Despite comparisons to the Mur de Huy, the concluding climb at Flèche Wallonne, the final climb in Siena sets a puzzle that

teams are yet to solve. The Belgian climb is now so familiar riders know that patience is key.

This year was the ninth edition of Strade Bianche and, while the city centre finish may soon become familiar, so varied and relentless is the course, it is unlikely this race will become as formulaic as its Belgian cousin.



The leaders vie for position as they approach the finish in Siena

Fenn finishes

Scot Andy Fenn was the only British rider to finish, crossing the line 23.22 behind the winner. "The climbs really took it out of me," he told us, grime coating his Team Sky jersey. "The wind also made it tough, you'd be

blown across the roads into the deep gravel."

Gerrans crashes

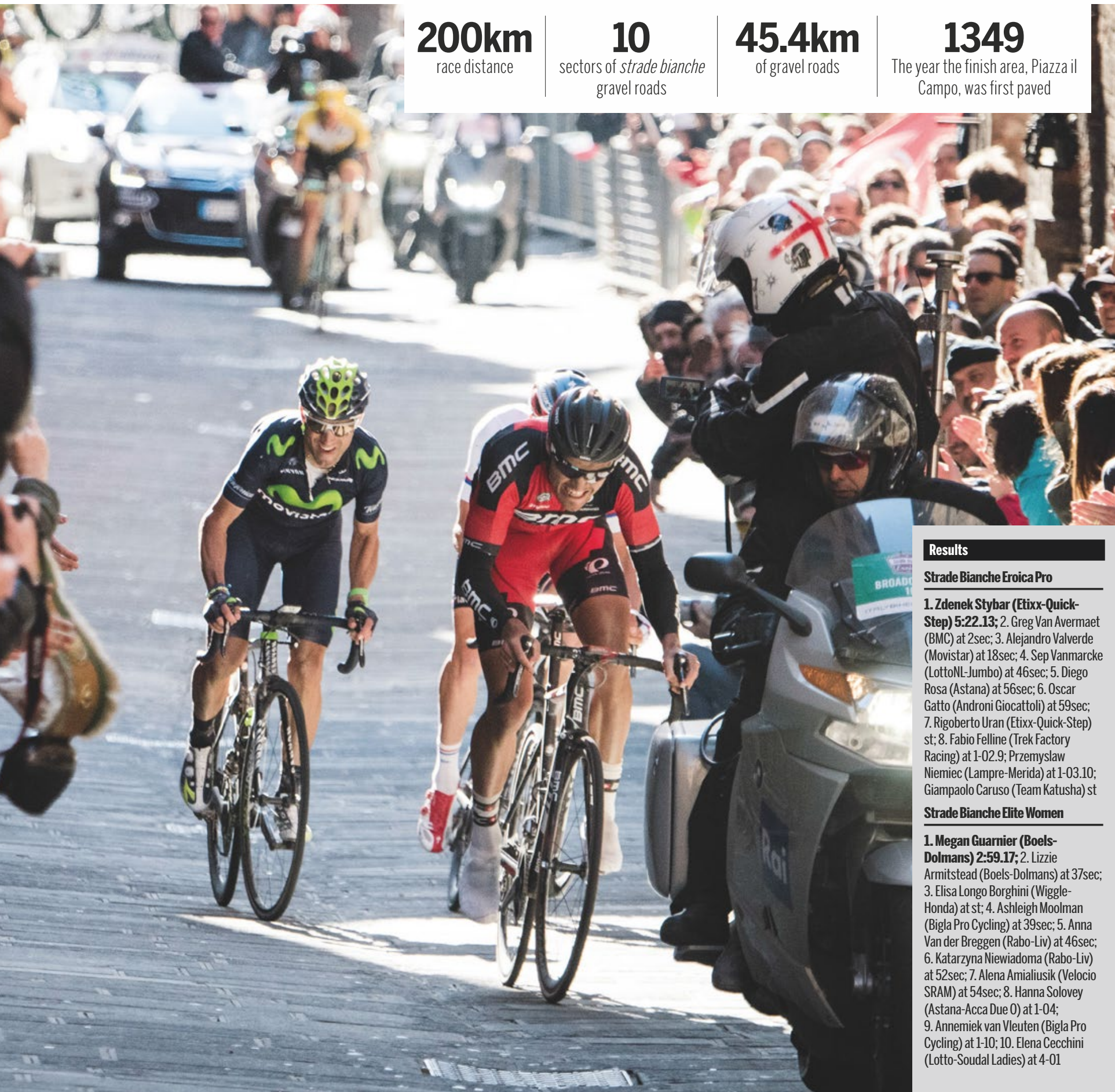
One rider whose aggressive, punchy style suits Strade Bianche is Orica-GreenEdge's Simon Gerrans. The former Australian Champion, who

won Liège-Bastogne-Liège last year, failed to finish the race, his first after an off-season training accident. The former Team Sky rider abandoned after a minor crash 120 kilometres in.

Popovych abandons

Ukrainian veteran Yaroslav

Popovych (Trek Factory) abandoned the race and was found asking for directions at a road junction just after the Monte Sante Marie gravel sector. An Irish couple ended up driving the rider and his bike to Siena and received his bottles as reward.



200km
race distance

10
sectors of *strade bianche*
gravel roads

45.4km
of gravel roads

1349
The year the finish area, Piazza il
Campo, was first paved

Results

Strade Bianche Eroica Pro

1. Zdenek Stybar (Etixx-Quick-Step) 5:22.13; 2. Greg Van Avermaet (BMC) at 2sec; 3. Alejandro Valverde (Movistar) at 18sec; 4. Sep Vanmarcke (LottoNL-Jumbo) at 46sec; 5. Diego Rosa (Astana) at 56sec; 6. Oscar Gatto (Androni Giocattoli) at 59sec; 7. Rigoberto Uran (Etixx-Quick-Step) st; 8. Fabio Felline (Trek Factory Racing) at 1-02.9; Przemyslaw Niemiec (Lampre-Merida) at 1-03.10; Giampaolo Caruso (Team Katusha) st

Strade Bianche Elite Women

1. Megan Guarnier (Boels-Dolmans) 2:59.17; 2. Lizzie Armitstead (Boels-Dolmans) at 37sec; 3. Elisa Longo Borghini (Wiggle-Honda) at st; 4. Ashleigh Moolman (Bigla Pro Cycling) at 39sec; 5. Anna Van der Breggen (Rabo-Liv) at 46sec; 6. Katarzyna Niewiadoma (Rabo-Liv) at 52sec; 7. Alena Amialiusik (Velocio SRAM) at 54sec; 8. Hanna Solovey (Astana-Acca Due O) at 1-04; 9. Annemiek van Vleuten (Bigla Pro Cycling) at 1-10; 10. Elena Cecchini (Lotto-Soudal Ladies) at 4-01



Guarnier goes for gold

Guarnier solos to Siena

Despite the decisive break forming on the longest and toughest gravel sector, the inaugural women's version of Strade Bianche was a contrast to the men's.

The 103km event was won from a 17km lone breakaway by American Megan Guarnier. Initial attacks were brought back and only on a tough sector at 68km did the peloton disintegrate and a break of 14 strong riders escape.

Guarnier explained that it had not been a team tactic to attack when she did, "I think you just had to go when you felt like you could," she said. Meanwhile Britain's Lizzie Armitstead marshalled the chase group while her Boels-Dolmans team-mate Guarnier rode on alone.

"It was way harder than we expected," said Armitstead of the new addition to the women's calendar.

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McGaw beats course record in Cambs

In time trialling, Cambridge CC's David McGaw broke the course record — and set the year's fastest 10-mile time so far — when he won the CC Breckland 10 at Scoulton in Norfolk on Saturday. His time of 20-30 beat Mark Arnold's previous best by 39 seconds, and gave him victory on the day by 32 seconds from Daniel Bloy (Team Velo Velocity).

In Essex, Rhys Howells (Richardsons-Trek) clocked 53-50 in the Lea Valley CC 256 at Ugley — the fastest 25-mile time in 2015 so far. He won by 1-04 from Simon Norman (Arbis Colbert).

The East Surrey RC Hardriders near Reigate was run on a shortened 27-mile course for a second year, and was this time won by Chris McNamara (Pedal Heaven RT) in 1:00.16, with Alice Lethbridge (GB Cycles) the fastest woman, in 1:12.06.

Veteran Conrad Moss (Mid Devon CC) won the St Austell Wheelers 20.7 near Truro,

while Rob and Gill Pears (both Pro Cycling Magazine RT) were the fastest man and woman in the Gillingham and District Wheelers 19, in Bruton, Somerset, Rob clocking 31-13 and Gill 37-07.

The promoting club's own Simon Wright won the CC Sudbury Mad March hilly 22 in Suffolk by nine seconds, in 51-05 beating Andrew Leggett (Velo Velocity) into second.

Von Hoff victorious

In road racing, Steele Von Hoff sprinted to victory in the 33rd Jock Wadley Memorial on Sunday as NFTO Pro Cycling finally broke the domination of One Pro Cycling in early-season domestic races.

The Australian criterium champion was one of two NPTO riders in the decisive break, and he took the win ahead of Yanto Barker, the One Pro Cycling rider whose win in the Perfs Pedal Race last month was one of five his team have notched up so far.

The previous day, One Pro Cycling had bagged another win as Peter Williams won the 54th Eddie Soens Memorial at Aintree Racecourse in Merseyside, 10 seconds ahead of team-mate Sam Williams. Last year's winner Ian Wilkinson (Raleigh GAC) was third.

Twenty-four hours later, Peter Williams took his third win of the year, the St Helens CRC Road Race on the 80km Pimbo circuit in Lancashire.

Road racing

Sunday, March 8

33rd Jock Wadley Memorial (Colchester, Essex):

E, 1, 2, 3: 1. Steele Von Hoff (NFTO Pro Cycling) 136 kilometres in 3:15.06; 2. Y. Barker (One Pro Cycling) +0.02; 3. R. Townsend (Pedal Heaven) +0.02; 4. M. Bialoblocki (One Pro Cycling) +0.02; 5. R. Handley (JLT Condor) +0.21; 6. W. Bjergfelt (Sportgrub KUOTA) +0.21; 7. E. Dunbar (NFTO Pro Cycling) +0.21; 8. W. Goulbourne (Corley Cycles) +1.06; 9. F. Barker (Cycling Team Friuli) +1.06; 10. J. Mould (One Pro Cycling) +5.51.

Saturday, March 7

54th Eddie Soens Memorial (Merseyside):

1. Peter Williams (One Pro Cycling) 81 kilometres in 1:39.57; 2. S. Williams (One Pro Cycling) +0.10; 3. I. Wilkinson (Raleigh GAC) +0.16; 4. T. Moses (JLT Condor); 5. M. Kneisky (Raleigh GAC); 6. J. Mould (One Pro Cycling); 7. D. McGowan (Pedal Heaven RT); 8. A. Duggeby (Sportgrub KUOTA); 9. T. Gibb (Full Gas RT); 10. S. Lowe (Raleigh GAC) all same time.

Surrey League Road Race (Dunsfold, Surrey):

2, 3: 1. Matthew Clarke (London Dynamo); 2. I. Robins (Brighton Mitre); 3. A. Tinsley (Twickenham CC); 4. T. Hargreaves (London Dynamo); 5. L. Comerford (PMR@Toachim House); 6. J. Stuart (Norwood Paragon CC); 7. B. Allen (Dulwich Paragon CC); 8. R. Bernard (Kingston Wh); 9. A. Moore (ASL Projects RT); 10. M. Bone (Danny Shane-Storck Racing).
3rd Cat: 1. Gareth Thomas (Paceline RT); 2. A. Davis (Kingston Wh); 3. M. Hammond (Dulwich Paragon CC); 4. P. Hone (Addiscombe CC); 5. G. Dickinson (Farnborough & Camberley CC); 6. R. Sibbe (London Dynamo); 7. P. Boe (London Dynamo); 8. P. Martin (WyndyMilla); 9. A. Keynes (VC Meudon); 10. D. Michael (Kingston Wh).

Redbridge CC Spring Warm-Up Race 2 (Essex):

4th Cat: 1. James Jenkins (Southend Wh); 2. B. Beynon (UEA-Streetlife Cycles); 3. M. Bacon (Strada Sport); 4. D. Clark (UCL Union); 5. F. Bulmer (Hitchin Nomads CC); 6. T. Mead-Herbery (Watford Velo Sport); 7. B. Goldsworthy (London Dynamo); 8. F. Fitzgerald (UCL Union); 9. J. Allan (Dulwich Paragon CC); 10. A. Skubala (Dulwich Paragon CC).

Sunday, March 1

Cafe Velo Sprint (Llantwit Major, Glamorgan):

E, 1, 2: 1. James Lewis (NFTO); 2. Joe Holt (County Cycles RT); 3. D. Davies (unattached); 4. R. Williams (Swansea Univ CC); 5. John Holt (County Cycles RT); 6. A. Hoskins (Cardiff Jif); 7. Z. Minto (Cardiff Jif); 8. A. Hutchinson (VC ST Raphael); 9. A. Touche (Cwmcam Paragon).
2, 3: 1. Matthew Beckett (Cardiff JIF); 2. D. Davies (unattached); 3. J. Burns (Velosure Starley Primal); 4. S. Meek (Cardiff JIF); 5. G. Hough (Moda Annon RT); 6. A. Hoskins (Cardiff JIF); 7. L. Cornish (Cwmcam Paragon); 8. W. Roberts (County Cycles RT); 9. A. Touche (Cwmcam Paragon); 10. J. Weale (Swansea Univ CC).
3, 4: 1. Stuart Meek (Cardiff JIF); 2. W. Roberts (County Cycles); 3. T. Swingle (Ystwyth CC); 4. K. Bond (Ystwyth CC); 5. D. Gough (Swansea Univ CC); 6. K. McIlquham (Cardiff JIF); 7. V. Thomas (Forza); 8. J. Broadley (Sunset Cycles); 9. J. Lockett (CU RCT); 10. G. Jones (Clevedon & District RC).
4th Cat: 1. Kian Wall (Cardiff Ajax); 2. S. Ottink (Cardiff Ajax); 3. A. Peel (Swansea Uni); 4. L. Henry (Cardiff Univ CC); 5. J. Beech (On it Sports); 6.

J. Stevenson (Ride Bike Wales); 7. J. Heaton (EC Cycles) 8. D. Jarrom (Cardiff Ajax); 9. L. Perrott (Swansea Wh); 10. T. Hanson (Swansea Uni RT).

Women, E, 1, 2, 3, 4: 1. Emily Hancox (Cardiff Ajax); 2. A. Willey (On it Cycles); 3. J. Rees (Cardiff JIF); 4. S. Pria (M and D Cycles); 5. A. Thorbjorn (Cardiff JIF); 6. G. Hughes (County Cycles RT); 7. H. Morris (On it Cycles); 8. C. Jennings (On it Cycles); 9. L. Pittard (unattached); 10. N. Richards (WWCRT).

Under-16 boys: 1. Dan Coombe (Newport Olympic)

Under-14 boys: James Codd (Maindy Flyers)

Under-12 boys: Joshua Tarling (WWCRT)

Under-10 boys: Jed Smithson (Hillingdon Slipstreamers)

Under-8 boys: Charlie Beckett (Cardiff JIF)

Under-16 girls: Georgia Bailey (Newport Olympic)

Under-14 girls: Ellie Shaw (Maindy Flyers)

Under-12 girls: Zoe Backstedt (Maindy Flyers)

Under-10 girls: Awen Roberts (Towy Riders)

Under-8 girls: Hawys Richards (WWCRT)

SERRI Summer Series, Event 1 (Appledore, Kent):

2, 3, 4: 1. Rhys Keepence (Dulwich Paragon CC); 2. K. Watson (Adalta CC); 3. R. Poynter (London Phoenix CC); 4. L. Comerford (London Phoenix CC); 5. J. Sutton (PMR@Toachim House); 6. S. Bladwin (4T+ Velo); 7. M. Leary (In-Gear Quickvit RT); 8. D. Williams (TBW Bottecchia Wigmore RT); 9. B. Allen (Dulwich Paragon CC); 10. R. Archibald (Adalta CC).

Saturday, February 28

San Fairy Ann CC Spring Criteriums Event 1 (Gravesend, Kent):

E, 1, 2: 1. Billy Whenman (TBW Bottecchia Wigmore RT); 2. A. Murison (Easton Ritte); 3. F. Barker (Cycling Team Friuli); 4. O. Moors (Project 51); 5. A. Lyons (Richardsons-Trek RT); 6. V. Blazejdsvici (Brixton CC); 7. A. Gibb (Full Gas Racing Team); 8. K. Brady (Richardsons-Trek RT); 9. S. Cavey (34 Nomads); 10. G. Jary (VC Londres).

3rd Cat: 1. David Hewett (Adalta CC); 2. O. Bridgewood (Bespoke Cycling); 3. J. Bowers (London Phoenix CC); 4. N. Specer-Vellacott (CC London); 5. J. Puleston-Jones (Dulwich Paragon CC); 6. D. Price (Braintree VCRC); 7. M. Di Guisto (Cardiff University Marmots); 8. O. Robinson (Thanet RC); 9. B. Foames (Wigmore CC); 10. B. Steadman (Unattached).

4th Cat: 1. Alex Smith (PB Cycle Coaching RT); 2. J. Wakeling (BowlPhish Bontrager Racing); 3. M. Wills (Dulwich Paragon CC); 4. T. Rowing (Abellio-SFA RT); 5. S. Revill-Darton (Sunday Echappee); 6. B. Thompson (Unattached); 7. W. Law (BowlPhish Bontrager Racing); 8. J. Cooper (Repack); 9. A. Eastwood (BowlPhish Bontrager Racing); 10. B. Ramsay (Clapham Chasers).

Women, E, 1, 2, 3, 4: 1. Ruth Somerford (PMR@Toachim House); 2. S. Guerini (London Dynamo); 3. S. Freeburn (PMR@Toachim House); 4. L. Mahe (IKON-Mazda); 5. B. Leach (London Phoenix CC); 6. L. Cameron (London Phoenix CC); 7. C. Heywood (unattached); 8. A. Smith (Project 51); 9. V. Long (Army Cycling Union); 10. L. Pinder (Elite Cycling).

Time trials

Sunday, March 8

East Surrey RC Hardriders 27.25 (Reigate Heath, Surrey):

1. Chris McNamara (Pedal Heaven RT) ...1:00.16
2. R. Sharland (Paceline RT)1:00.49
3. L. Maybank (Twickenham CC)1:01.03
4. J. Dewey (The Dorking CC)1:01.16
5. P. Tadros (In-Gear Quickvit RT)1:02.07



Chris McNamara:
East Surrey win

Photo: Paul Wright

Snowdon Sports supply domestic results and reports to Cycling Weekly. Please send your information to results@snowdons.co.uk or call 0114 232 5555 and we will do our best to include them in our expanded racing section.

Rider of the week

Peter Williams

One Pro Cycling

Three wins from three

One Pro Cycling's Peter Williams made it three wins out of three races this season when he took victory at both the Eddie Soens Memorial and the St Helens CRC Road Race in Lancashire.

6. S. Dennis (East Grinstead CC).....1:03.38

7. T. Stevens (34 Nomads CC)1:04.32

8. S. Bromley (London Dynamo)1:04.35

9. W. Hayter (London Dynamo)1:04.45

10. B Ember (Paceline RT).....1:04.46

Veteran: Reg Smith (VeloRefined Aerosmith)+20.58

Women: Alice Lethbridge (GB Cycles).....1:12.06

Team: Paceline RT.....3:15.09

Veteran team: East Grinstead CC.....42:14

- Lea Valley CC 25 (Ugley, Essex):

1. Rhys Howells (Richardsons Trek)..... 53.50

2. S. Norman (Arbis Colbert)..... 54.54

3. J. Layne (CC Ashwell).....56.10

4. R. Clarke (TMG Horizon)57.45

5. C. Chappell (East London Velo)59.05

6. R. Young (Team Vision Racing)59.06

Junior: Glenn Dossett (Welwyn Wh) 1:09.50

Two-Up: Steve Robinson, Simon Doyle (Team Sales Engine)..... 1:00.38

- St Austell Wheelers 20.7 (Tresillian, Truro):

1. Conrad Moss (Mid Devon CC)47.55

2. A. Gourley (Penzance Wh).....49.08

3. D. Masterton (www.cyclelogic.co.uk)50.27

4. T. McEvoy (Lanhydrock Wh)50.31

5. N. French (St Austell Wh)51.19

6. P. Friday (www.cyclelogic.co.uk)51.45

7. G. Fouracres (St Austell Wh).....52.09

8. G. Chambers (RN & RMCA)52.16

9. C. Guest (St Austell Wh)52.28

10. D. Crawford (St Austell Wh).....53.06

Women: Zoe Bettridge (North Devon Wh) ...57.31

Veteran over 40: Conrad Moss.....47.55

Veteran over 50: Gary Fouracres52.09

Veteran over 60: Chris Scawn (Plymouth Corinthians)56.00

- EC Cycles 10 (Resolven, Wales):

1. Ioan Smallwood (Cardiff Ajax) 20.34

2. G. Moir (RNRMCA).....20.41

3. J. Beech (Ogmore Valley Wh)21.17

4. J. Little (Velo Club St Raphael).....21.27

5. B. Oliver (Bikescience/Boardman Elite).....21.38

6. C. Jones (Ride Bike Wales)21.40

7. P. Hayward (Cwmcam Paragon RC).....21.41

8. X. Disley (RST Sport/Aero-Coach).....21.45

9. C. Gibbard (Bynea CC)22.07

10. A. Jones (Bynea CC)22.12

Women: 1. Claire Moir (Scuderia RT) 25.45

2. A. Parish (Camel Valley C&TC)26.12

3. D. Flawn (Bynea CC)26.15

Junior: Peter Kibble (Velocity WD-40).....22.21

Veteran: Jimmy Little

- Antelope RT two-up 10 (Romsey, Hampshire):

1. Greg Parker and Simon Berogna (VC St Raphael) 21.30

2. B. Dyer and A. Stanton (VC St Raphael)22.13

3. W. Fleming and J. Franklin (VC VEnta)22.36

4. L. Pick and S. Wadsley (Poole Wh)22.39

5. J. Horton and W. Pitman (Poole Wh).....22.46

6. H. Nixon and T. Key (Southampton Uni RC)22.48

=7. T. Wallis and G. Crammond (Southampton Uni RC)22.49

=7. J. Labrooy and N. Pratt (Andover Wh).....22.49

9. J. Oldfield and A. Lockwood (Southampton Uni RC)22.51

10. J. Prior and S. Thompson (VC St Raphael)23.07

Saturday, March 7

Worcester St John's CC 25 (Cookhill, Worcestershire):

1. Mark Corbett (Worcester St John's CC)56.32

2. A. Convery (Wyre Forest CRC)58.01

3. J. Middleton (Media Velo)58.37

4. I. Heming (Team Echelon-Rotor).....58.56

5. A. Shipton (Gloucester City CC).....59.17

6. A. Jackson (Bromsgrove Olympique CC) ...59.17

7. G. Davidson (Kenilworth Wh).....1:00.08

8. M. Lines (Worcester St John's CC)1:00.10

9. J. Walters (Wyre Forest CRC).....1:00.15

10. S. Wix (VTTA South Wales).....1:01.14

Team: Worcester St John's (Corbett, Lines, Simon Garrett 1:01.24).....2:58.06

Women: Alice Cobb (University of Warwick)1:02.18

Junior: Callum Hibbert (Worcester St John's CC)1:10.25

Veterans over-40: Ian Hemmings (Team Echelon Rotor)58.56

Veterans over-50: Simon Wix (VTTA South Wales).....1:01.14

Veterans over-60: William Harper (Warwickshire RC)1:09.49

Sheffrec CC 2-up 25 (Hatfield Woodhouse, S Yorks):

- 1 Robby Krygsman & Joe Surtees (Team Swift) 54.21

2. M. Brammall (Sugarcane Velo Club) & D. Smith (Team Polypipe)54.32

3. B. Harvey (Birdwell Wh) & D. Taylor (Bikebox Alan)54.55

4. D. Lowthorpe & A. Nichols (Langsett Cycles RT)55.31

5. J. France & D. Wall (Out of the Saddle CC) ...56.18

6. A. Dench & A. Turner (Sheffrec CC)56.57

7. M. Dodson & X. Scott (Bolsover & District CC)56.58

8. M. Etches & D. May (Sheffrec CC)57.11

9. L. Burrows & S. Burrows (Team Swift).....58.27

10. M. Pearson & A Richardson (RAF CA)58.40

Mixed: Jo Blackburn & Julia Reed (Team Swift)1:00.34

Junior: Sam Case (Out of the Saddle CC) & Fred Easton (Doncaster Wh)1:02.10

Women: Lou Collins & Sarah Cramoysan (Carnac-Planet X).....1:04.09

Matlock CC Hilly 23 (Matlock, Derbyshire)

- 1 Charles Taylor (South Pennine RC)..... 58.51

2. S. Gibson (Peak RC).....1:02.20

3. A. Newby (Langsett CC)1:02.27

4. K. White (Matlock CC)1:02.48

5. T. Mayne (Birdwell Wh)1:02.55

6. N. Allatt (Holmfirth CC)1:04.18

The year's fastest

10 MILES				
	Rider	Time	Course	Date
1	David McGaw (Cambridge CC)	20.30	B10/19	08/03/15
2	I. Smallwood (Cardiff Ajax)	20.34	R10/22A	08/03/15
3	R. Pears (Proccycling RT)	20.35	U375	15/02/15
4	G. Moir (RNRMCA)	20.41	R10/22A	08/03/15
5	D. Bloy (Team Velo Velocity)	21.02	B10/19	08/03/15
6	D. Woodhouse (CC Ashwell)	21.15	U375	15/02/15
7	J. Beech (Ogmore Valley Wh)	21.17	R10/22A	08/03/15
8	R. Moore (Pedal Heaven)	21.23	P140	07/03/15
=9	A. Jackson (Team Swift)	21.27	V910	22/02/15
=9	S. Burns (Manchester Wh)	21.27	J2/3	07/03/15
10	J. Trenchard (Team Pedal Revolution)	21.36	B10/19	08/03/15

25 MILES				
	Rider	Time	Course	Date
1	Rhys Howells (Richardson-Trek)	53.50	E1/25b	08/03/15
2	S. Norman (Arbis Colbert)	54.54	E1/25b	08/03/15
3	D. Robson (Cheltenham & Co CC)	55.56	U17	22/02/15
4	J. Layne (CC Ashwell)	56.10	E1/25b	08/03/15
5	J. Skipper (Rock Estate)	56.18	BS19	08/02/15
6	M. Corbett (Worcester St Johns CC)	56.32	K34/25	07/03/15
7	I. Turner (St Neots CC)	56.35	BS19	08/02/15
8	C. Demoulin (Bonito Squadra Course)	56.49	BS19	08/02/15
9	P. Cocker (Pedalpushers)	57.07	BS19	08/02/15
10	R. Clarke (TMG Horizon)	57.45	E1/25b	08/03/15

7. H. Thompson (Leicestershire CC)1:07.14

8. J. Pennington (Bec CC)1:08.46

9. M. Brearton (Endurance Store).....1:09.02

10. J. Reynard (Common Lane Occasionals) .1:09.07

Veterans: Steve Gibson

Juniors: Nathan Allatt

Women: Lara Clarke (Bec CC)1:24.37

Wrekinsport CC Hilly 18 (K21/18 Brignorth, Shropshire):

- 1 Adam Gasgoigne (Pedal Power Loughborough)..... 40.19

2. M. Davies (Paramount CRT).....41.34

3. D. Griffith (Paramount CRT)41.37

4.M. Colclough (NFTO Racing)42.29

5. K. Moseley (Stourbridge Velo)42.38

6. J. Costello (Walsall Roads CC)43.41

7. C. Halford (Stourbridge Velo)43.50

8. C. Childs (Stourbridge Velo).....44.17

9. S. Minton (Ludlow CC).....44.19

10. J. Ireson (Wolverhampton Wh)45.01

Women: Amanda Whitmore (Revolution Racing)..... 52.09

Junior: James Ireson (Wolverhampton Wh).....45.01

Veteran on standard: Ian Pollard (Nova Raiders)+1.05

Team: Paramount CRT (Matthew Davies, David Griffiths, Ian Hobley) 2:11.08

CC Breckland 10 (Scoulton, Norfolk):

1. David McGaw (Cambridge CC)..... 20.30 (course record)

2. D. Bloy (Team Velo Velocity).....21.02

3. J. Burgess (Anglia Velo).....21.13

4. J. Trenchard (Team Pedal Revolution)21.36

5. P. Jay (Team Velo Velocity).....21.53

6. A. Bean (Team Pedal Revolution).....22.00

7. S. Davidson (Team Velo Velocity)22.02

8. G. Moore (Team Velo Velocity)22.10

9. P. Groombridge (Iceni Velo).....22.17

10. G. Frost (Team Velo Velocity)22.26

Team: Team Velo Velocity1:04.57

Women:

1. Sally Withey (VC Norwich)..... 25.48

2. F. Rust (Team Velo Velocity)25.57

3. L. Marsden (VC Norwich).....26.49

Veterans on std:

1. Jim Burgess..... +4.56

2. C. Nudds (CC Breckland)+4.27

=3. G. Frost.....+3.47

=3. P. Groombridge.....+3.47

Juniors: Declan Davis (CC Breckland).... 23.56

Antelope RT 10 (Romsey, Hampshire):

1. Robert Moore (Pedal Heaven) 21.23

2. A. Stanton (VC St Raphael)21.58

3. J. White (VC St Raphael)22.18

4. A. Langdown (Hampshire RC)22.30

5. S. Healey (Andover Wh)22.49

6. S. Berogna (VC St Raphael).....22.56

7. J. Sibley (VeloRefined Aerosmiths).....22.58

8. C. Leech (Southampton Uni RC)23.13

9. N. O'Hara (New Forest CC).....23.17

10. T. Key (Southampton Uni RC)23.18

Women: Faye Faber (Wightlink/Offshore RT).....26.35

Manchester & District TTA 10 (Goostrey, Cheshire):

1. Scott Burns (Manchester Wh)..... 21.27

2. M. Turnbull (TORQ Performance).....21.44

3. D. Maironis (Coveryourcar).....21.47

4. J. Green (VC St Raphael)22.03

5. P. Robinson (Lyme RC).....22.25

6. L. Botzman (Wills Wh).....22.27

7. P. Gould (Matlock CC).....22.46

8. A. Robinson (Vision Racing).....23.02

9. D. Crisp (Vision Racing).....23.06

10. B. Trippier (East Lancs RC)23.10

Veteran on standard: Jonny Decamps (East Lancs RC)-5.09

Junior: Jamie Holmes (Crewe Clarion Wh)...23.19

Juvenile: Ross Prescott (Wigan Wh)27.04

Fixed Gear 72-inch: Paul McAllister (Seamons CC).....24.27

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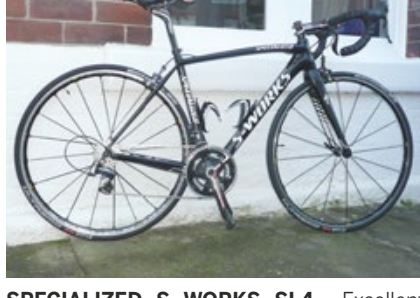
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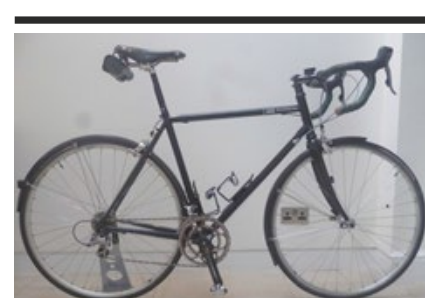
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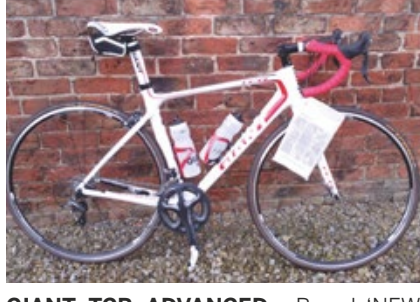
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Dr Hutch

The tactics of bike racing can be broken down into two simple questions, as the Doc discovers

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term) “extremely stupid”. For example, a long time ago at an amateur road race in Essex, I was in an apparently race-winning break with the only man in the western hemisphere who was a

I thought, with the Spring Classics in full swing, that I might usefully provide my annual lecture on the intricacies of tactics in cycle racing. And here it is: they’re not nearly as intricate as everyone says they are.

It is in everyone’s interests to claim that tactics are both critical and all but incomprehensible. Cyclists whose internal monologue since they were 12 years old has been nothing but, “left-leg, right-leg, left-leg...” need to give the appearance of intellectual gravitas. TV commentators need to think of something to say when what’s happening on screen is, in fact, nothing at all. And directeur sportifs need to justify the difference between their annual salary and that of a taxi driver.

Here is cycle racing tactics in two sentences. Are you pedalling hard? If so, can you explain exactly why?

If you can’t explain it, stop doing it. Unless there’s a damn good reason, your forward view should always include the fat arse of at least one other rider.

Right tactics, wrong race

As a very important supplementary element to this flow-chart, the reason for working shouldn’t be (to use the technical

Acts of Cycling Stupidity

Last week I tweeted about trying to learn how to do a track stand on rollers. An email arrived in my inbox the next morning:

After your tweet yesterday, I decided to see if I could do a wheelie on the rollers. This was not entirely successful — I could get the front wheel in the air, but there wasn’t enough directional stability, so the back wheel kept falling off the side of the rollers.

So I tried it on a turbo-trainer. First go, I didn’t pull up hard enough. Second go, I pulled up much too hard, went flying through vertical, and toppled all the way backwards, with the bike pivoting round its back axle. I concussed myself, and now my mum thinks I’m an idiot — she found me lying on my back under the bike, still clipped into the pedals.



worse sprinter than me. As a solo break specialist, I'd waited my whole racing life to get into a two-up with this guy because it was going to be the only time I ever won a race where the photo-finish picture contained another rider.

It didn't work. The bunch caught us. And when I looked over my shoulder to watch them bear down upon us, I could see that the charge was being led by none other than my friend and team-mate Bernard. His extremely stupid reason? "I've never seen you try to sprint, so I didn't want

"Are you pedalling hard? If so, can you explain exactly why?"

to miss it."

Don't apply the wrong tactics to the wrong race. Professional tactics include things such as the 'TV break', the suicidal expedition off the front of the bunch, the main object of which is to get the sponsors' logos on television.

You'd be surprised how often you can see it being employed at a fourth cat crit.

As a sort of clue, if as you attack you can hear Phil Liggett's voice in your head describing what you're doing ("Who's that rider? Can it be? It is! It's Perkins!") and making complimentary observations about your riding style, you're probably making an idiot of yourself.

At a more basic level, professional racing is a team sport. If you're not a pro, and you find you're working for a team-mate, ask yourself this: what's in it for you? If Bernard's reason for chasing me down had been, "I couldn't stand the thought of you winning, and I'd rather have had a go myself," then that would have been quite reasonable.

He wasn't getting paid to be there, and even if I'd been prepared to divide the prize money equally among my team (over my dead body, by the way), I'm not sure how much esprit de corps £20 divided by eight would have bought.

Rule breakers

The strict logic of this would mean that no non-pro race would even start. Everyone would stand there looking at each other. An amateur race is completely dependent on someone throwing tactics to the wind, and doing some bike riding. And since such people are as essential as they are dumb, we have to be nice about them.

That's why if someone claims they were only doing the race "for training", we must always accept this completely at face value.

How to... ride no-hands

You need to be able to ride no-handed. Or at least you do if you call yourself a cyclist and want to be able to look yourself in the eye in the mirror each morning.

For many it's a skill learnt in childhood. For everyone else, it's very easy. Just take your hands off the bars, and don't think about falling off. Just sit upright, relax, and don't think about falling off. The bike will, due to the geometry of the steering, run along perfectly happily, as long as you don't think about falling off.

You have to believe, totally and completely, that it's going to work. Any hint of doubt, any effort to keep your hands hovering over the bars, will end in disaster. Confidence is the key.

Having mastered this, you need to actually use this talent for something. Just riding along no-handed makes you look like a paperboy, and what you want to do is look like a pro, so you need to do something. Put on a rain jacket, take off a rain jacket, open an energy bar, or just fiddle with the zip on your jersey.

The bike will steer perfectly well round gentle corners as long as you don't think about it yourself and just let the bike get on with it. Quite how it does this, no one knows.

Don't, whatever you do, do a two-handed victory salute unless you are absolutely sure you have got the hang of this. YouTube loves nothing, not cats, not toddlers falling over, as much as it likes a cyclist who flings both arms in the air and thinks, "I hope I don't fall off."



Photos: Phil O'Connor, Fotolia



Col d'Izoard

This tortuous ribbon of tarmac has been breaking hearts, and men, since 1922

The Col d'Izoard is a mountain pass high in the Cottian Alps, one of the last areas opened to tourism in France. It connects the Guil Valley with the River Durance and the town of Guillestre with Briançon.

There is a lower road along the Durance Valley, as the Izoard played the role of secret path where feudal landlords didn't go. It happened a lot in the Alps, where peasant farmers moved produce in secret to avoid paying a tithe.

The Izoard made its cycling debut in the 1922 Tour de France, and the Tour has been back 33 times since. The northern ascent runs within five kilometres of Italy, so the Giro d'Italia plays a part in the Izoard's story too.

There are many memorable ascents, but Fausto Coppi and Louison Bobet stand out. And in 1975 Bernard Thévenet

soloed the Izoard wearing the yellow jersey on his way to stage victory in Serre-Chevalier, putting a sixth Tour victory beyond Eddy Merckx. The iconic image of Thévenet that day is so powerful that it's burned onto the collective retina of French cycling, and will be forever.

Piece of cycling history

Like all passes there are two sides to the Izoard, the north from Briançon, and the south from Guillestre. The south side is the longest, it has the biggest elevation change, and it's one of the most spectacular climbs in cycling; 30 kilometres uphill at an average gradient of 4.5 per cent, with a maximum of 11.

The first part is open, easy, going past some of the highest vineyards in Europe. Then you enter the Combe du Queyras where the road climbs a narrow slit between two massive rock walls, with the noisy Guil splashing the other way. There are 10 kilometres in this shivery gorge, then the road changes direction into a wide-open valley.

Tiny flowers shine like coloured stars

in a green-grass sky. It's a wonderful place, warm if there's any sun, which ends at *le Bois Noi*, the Black Wood. The gradient bites here, writhing upwards through what once was a dense forest but is now just patchy trees. It's a threadbare passage to the dramatic Casse Déserte.

This is the heart and soul of the Izoard. The place where the drama happens, and if it doesn't the scenery is dramatic enough. This is where the pictures are taken, where rock pinnacles thrust skyward out of ancient scree. It's a vast, broken landscape. The pinnacles are the extra-resistant rock coloured by minerals, and they stand like guardians to the mountain.

Two kilometres from the top, two plaques remembering Bobet and Coppi face the road. Both men loved this place. Earth from the Izoard was thrown onto Coppi's coffin when he died. And when Louison Bobet, suffering from terminal cancer, planned his last big ride with his brother, Jean, he insisted the Izoard was part of it.

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Ludlow Racecourse, Shropshire
Saturday 3rd October

Box Hill Original

Dorking, Surrey
Sunday 11th October

FULL ROUTE DETAILS
& SIGN UP AT
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Chris Snook
PR Manager Evans Cycles

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